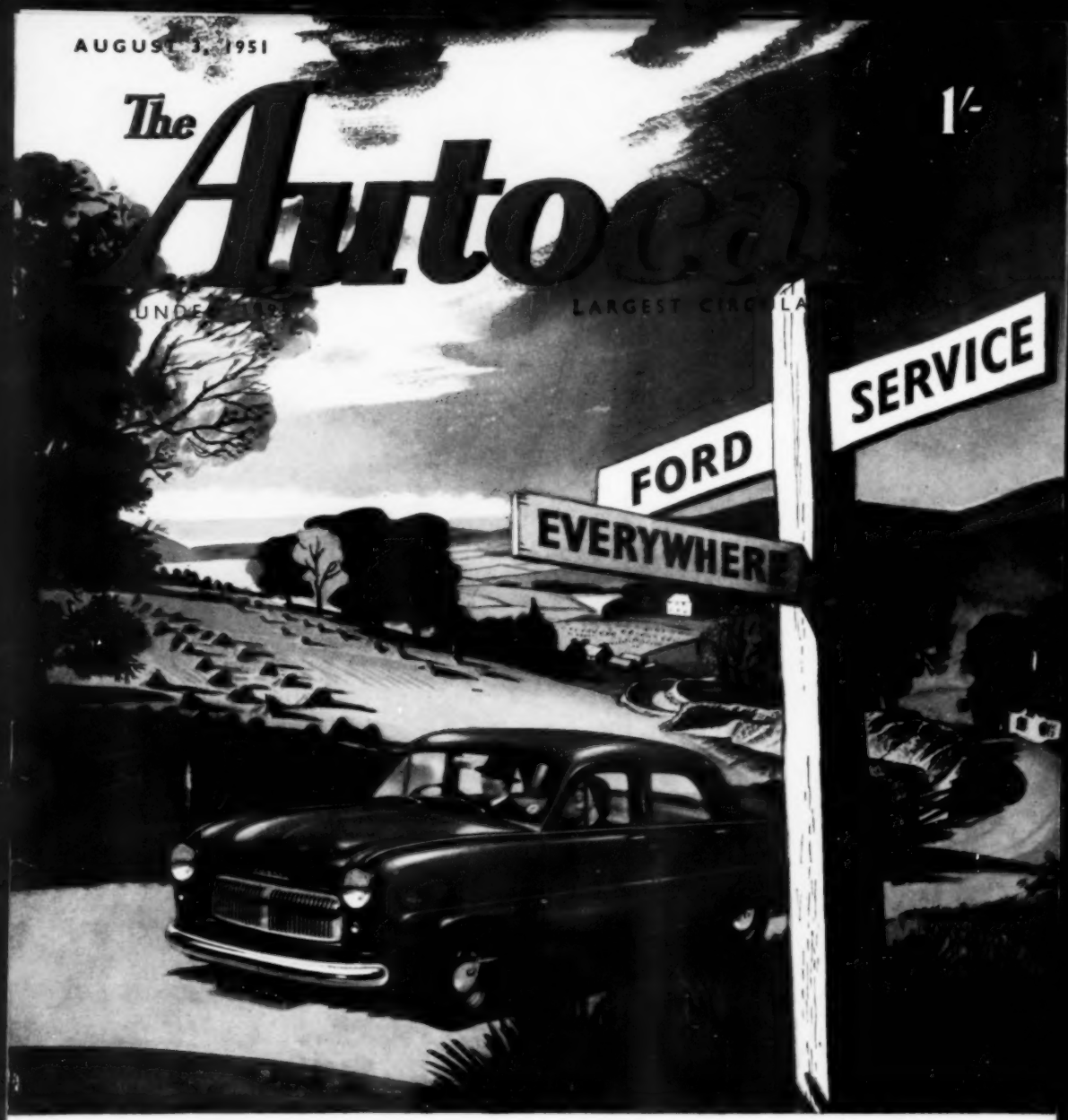
AUGUST 3, 1951

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION



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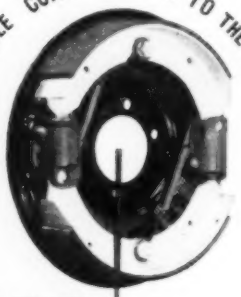
Ford *MOTORING IS 'FIVE-STAR' MOTORING* ★ ★ ★ ★ ★

— THE BEST AT LOWEST COST

BY APPOINTMENT TO HIS MAJESTY KING GEORGE VI MOTOR VEHICLE MANUFACTURERS

FORD MOTOR COMPANY LIMITED · DAGENHAM

THE GREATEST SINGLE CONTRIBUTION TO THE MOTORING INDUSTRY



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GIRLING
autostatic
TWO-TRAILING
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self-adjusting
HYDRAULIC
BRAKE

practically every major advance in the history of braking started in the GIRLING *research and development department*

it's this unremitting effort that keeps

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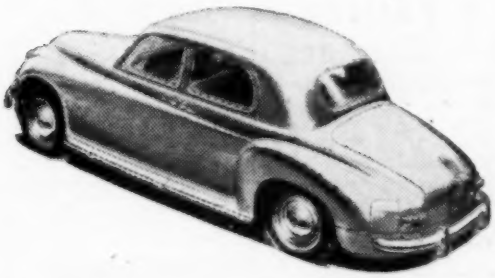
The ROVER Seventy-Five

By appointment to His Majesty The King
Manufacturers of Land-Rovers
The Rover Company Ltd.

FESTIVAL OF BRITAIN

See Rover's revolutionary gas turbine driven car, the first in the world, in the Transport Pavilion on the South Bank.

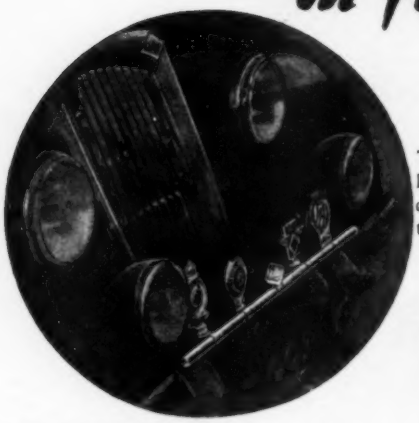
The Rover Seventy-Five anticipates the demands of the motorist who wants something rather special in performance and appearance. It is a good car in every respect, built with a thoughtful attention to detail by craftsmen who take pride in their work. It is a pleasure to ride in, a delight to drive and surprisingly economical in fuel and upkeep.

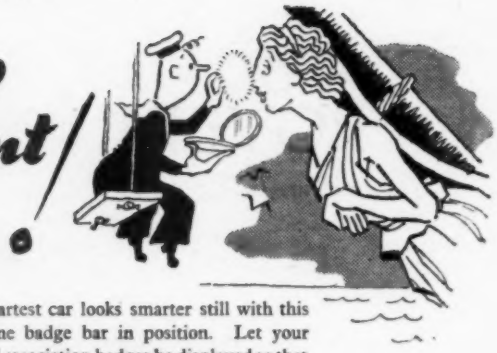


THE ROVER COMPANY LIMITED, SOLIHULL, BIRMINGHAM, ALSO DEVONSHIRE HOUSE, LONDON

CVS-159

Smarten up in front!





The smartest car looks smarter still with this handsome badge bar in position. Let your club and association badges be displayed so that they add distinction to themselves and your car. Chromium plated and beautifully finished, C.U.D. Badge Bars hold up to five badges. Your service garage can supply and fix the bar . . . the badges are then quickly and easily clipped into position as required.

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C.U.D. Badge Bars are individually designed for the majority of post-war British Cars.

Prices from 45/- plus postage. Supplied with two clips. Extra clips 3/6 each.

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UNIT DEVELOPMENT LTD., CHURCH GATE, LEICESTER. *Telephone: 65251 (4 lines).*

Compact. Portable. Designed to give maximum strength. Carried comfortably by hand or in a portmanteau or in the boot of a car. Fully guaranteed.

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PIC-PAC

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HOLD-ALL FOLDING CHAIR

At all good Garages and Motor Dealers.

PRICE **£3-19-4**
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Canopy if desired
£1-0-0 extra

A Holiday Requirement

Will comfortably withstand 20 stone, yet weighs but 6 lbs. Cannot rust and folds to 21" × 18½" × 3". Zip fasteners fitted in the canvas form a convenient hold-all for a picnic set, books, towels, extra clothing, etc., etc.

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There's no limit to holiday pleasure when you are the proud owner of a MODERN CARAVAN. Not just a fortnight by the sea, but every week-end becomes a holiday. One of the better caravans we sell will give you years of trouble-free service. Visit our Riverside Display Parks and examine the high quality and modern features of the Eccles "Alert," the Paladin, Safari "Four," the Willerby Junior, Raven Castle and other outstanding models. PRICES FROM £340. Out-of-income payments readily arranged. Brochures on request.

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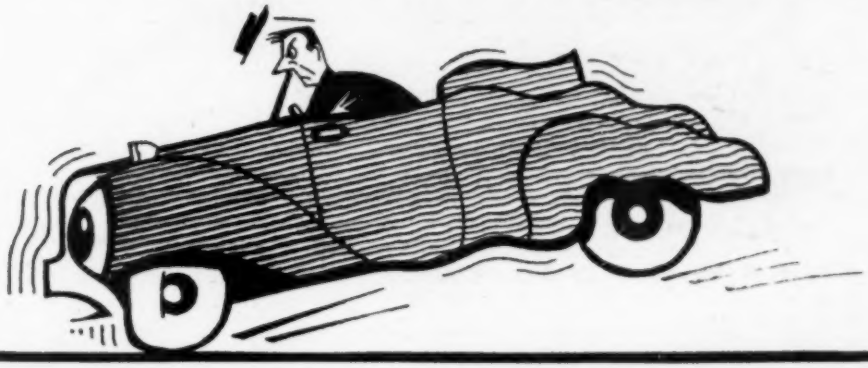

GO EASY ON YOUR BRAKES

Never brake suddenly if you can avoid it. Sudden braking tears rubber off your tyres —steals miles of wear. Sudden starts and jerky acceleration are just as bad. Smooth driving means more M.P.T.—Miles-Per-Tyre—and more Miles-Per-Gallon.

GO EASY ON YOUR POCKET

Careful buying as well as careful driving can save you pounds a year on tyres. You'll find it pays to ask for Henley Tyres. Henley's *Incentive* method of production encourages care and craftsmanship that build extra M.P.T. into every Henley Tyre.

M.P.T. – MILES PER TYRE – MATTERS TODAY. Those extra miles count now as never before. And results show that *better pay for better work* makes all the difference to the wear your tyres give you. The Henley Incentive Scheme fosters the unhurried concentration on doing a first-class job that puts extra miles into every Henley Tyre.

BUILT WITH INCENTIVE FOR MORE M.P.T.

HENLEY TYRES

Superlative Coachwork

This attractive coupé is a perfect example of the well tried Park Ward method of construction which incorporates aluminium panels on a steel framework. It has the added refinement of a power-operated hood.

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Name .....
Block letters, please.

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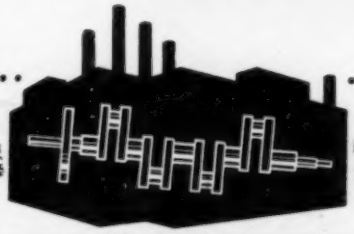
Autocar 3/8/51

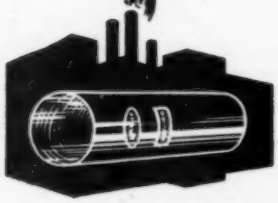
LAYSTALL EXPANDS

1903.... 1951

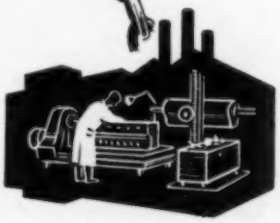


CRANKSHAFTS AT WOLVERHAMPTON

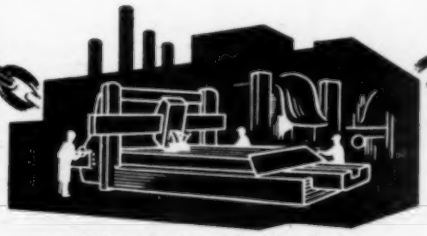
Laystall's steady progress is due solely to the quality of our products and services. In 48 years of existence the name has become a symbol of excellence. Ever-increasing business has often called for expanded productive capacity—the latest development is a new factory at Wolverhampton, where crankshafts will now be made in quantities better suited to the orders in hand. It allows our Wednesfield factory much-needed extra space for turning out the CROMARD chromium-plated steel cylinder liner. World demand for it is intense, since its unique long wearing capabilities have become fully proven. In Liverpool we give an engine reconditioning service to our Northern customers, while the extensive London premises undertake every phase of reconditioning in addition to general machining for a variety of industries. Laystall is going forward all the time!



Cromard Cylinder Liners at Wednesfield



Engine Reconditioning at Liverpool



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LAYSTALL ENGINEERING COMPANY Ltd.

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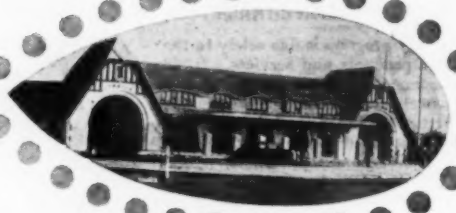

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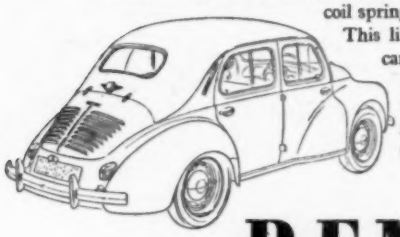
• PEACE OF MIND COSTS VERY LITTLE •

Scaling new heights of popularity for

ECONOMICAL PERFORMANCE, RELIABILITY AND COMFORT

You should see this little car in action: see the way it deals with steep hills and rough roads, as well as nipping in and out of town traffic with eel-like agility. Its performance is everything that you could desire, with economy well to the fore: fifty miles to the gallon is usual, while the more sedate driver can get as much as sixty. And roominess! You would hardly credit that four people could ride so comfortably within a 6 ft. 11 ins. wheel base. But they can, and do! Mainly because the engine is at the rear, leaving the floor space free from the usual clutter of transmission mechanism; and, of course, clever designing has a lot to do with it—plus independent coil springing on all four wheels.



This little car has 'gone over big' in the States, where a car-minded nation, recognising its possibilities as a runabout, has taken it to its heart. All over the world, in fact, the need for a car of this calibre is apparent, and exporters are finding that they are on to a good thing when they take up the Renault 750.

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750

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A blob on the hands — a rub, a rinse — leaves the hands thoroughly clean and the skin soft, smooth, supple and germ-free.

Ask your garage for a descriptive leaflet or write to Alexander Duckham & Co. Ltd. 346, Kensington High Street, London, W.14.

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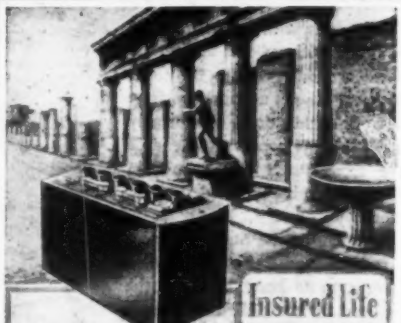
SKIN CLEANSER
WIDELY USED IN INDUSTRY FOR MANY YEARS



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THERE'S A SPACE HERE FOR YOURS

POST THIS COUPON to our Head Office or your nearest branch office. If you would be good enough to attach a fair description of your car we should be pleased to give you a

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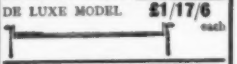

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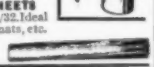

Pressure Gauges 0-2,000 lbs. per sq. in. and 0-135 Atmospheres, ¼in. Gas Thread £1/0/0 each

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BOWES SEAL FAST TYRE REPAIR OUTFITS containing Tyre Spreader, Rat Tail Rasp, Skiving Knife, Cover Buffer, Wire Brush, Section Roller, Tyre Dough Gun, Solvent and Cleaner, 2 small Gaiters, 3 medium Gaiters, 6 Rubber Valves, 6 bases for Metal Valves, 144 various Patches, 3 sheets Patching Rubber, Clamp for fixing valves £1/5/- each.

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A minor breakdown at home could be a major disaster abroad. If you find British spares (which is unlikely) you have not the currency to buy them. Your holiday is ruined waiting many days for spares to come from home by normal channels. SPIKINS have a special privilege whereby Bank of England permission and Customs formalities are eliminated. Spare parts may reach you in hours instead of days and you pay when you get back. Holders of British Passports only should write or call for further particulars. When you are abroad SPIKINS Service is as near as the nearest Post Office.

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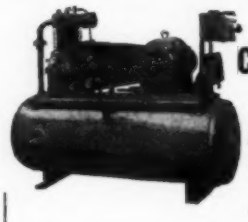

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is fitted as standard by Austin to their A.70 and A.90 models; also by A.C. Cars. A wrapping of specially manufactured material, impregnated with a graphited composition which never hardens or cracks.

"DREVO" provides moisture-proof protection and prevents mud, granite chips or rust from lodging on the leaves of the springs.

Fit "DREVO" now and your car will glide along.

STANDARD PACK *For cars up to 10 h.p.* *Complete 22s. 6d.*

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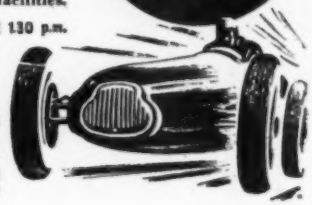
FIRST RACE 1.30 p.m.



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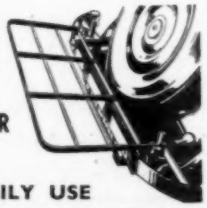

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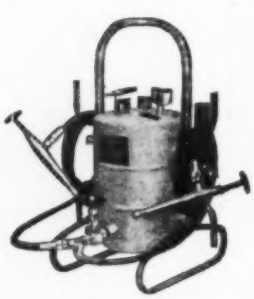

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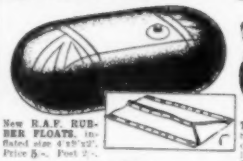

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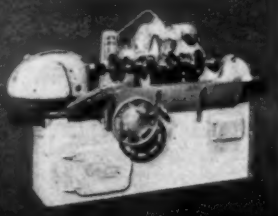

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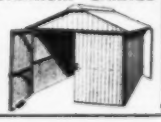

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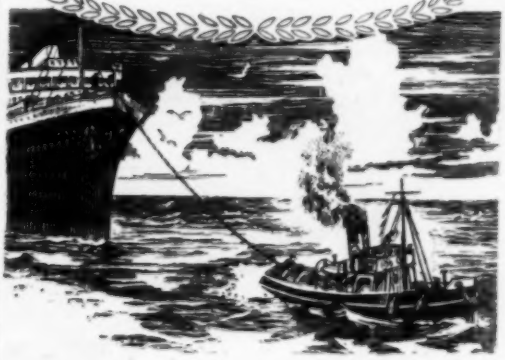

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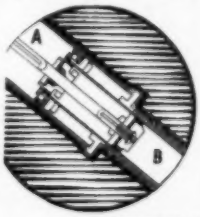

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The Autocar
FOUNDED 1895

No. 2905 FRIDAY, AUGUST 3, 1951 Vol. CVI

Royal Lead

AS an example of courageous expression of a point of view, H.R.H. the Duke of Edinburgh's remarks about a road racing circuit, made at the luncheon following the annual general meeting of the A.A., must rank high. It seemed absurd, said His Royal Highness, to be spending large sums developing the B.R.M. when there existed no road circuit in this country on which it could properly be run. He felt that racing ultimately "improved the breed," and that this country must inevitably lag behind its Continental rivals while the inability to close the roads for a Grand Prix race persisted.

Every effort should be made to follow up this Royal lead in racing matters, and the authorities must surely be impressed by the possibilities, even if they think only of the financial aspect. Grand Prix racing, even on the imperfect airfield circuit at Silverstone, has proved capable of drawing a vaster crowd than the Cup Final, and it is notable that countries—including Ulster, within the United Kingdom—which have long permitted organizations to hold races on their roads continue to do so with every keenness; the calendar gets more crowded every year. Grand Prix racing being international in a wider sense than anything outside, say, Wimbledon tennis, it must inevitably assist in popularizing Britain among foreign tourists, and those who are disdainful of such endeavours are advised to look at the latest trade figures and think again. As for the objections of the more reactionary kind, they may be dismissed by pointing out that the noise and smell of racing are likely to occur only very infrequently in any neighbourhood concerned. No one wants minor racing on the roads every weekend.

Failing a true highway circuit, there is always Donington, which was excellent for the purpose. While G.P. racing is as popular and keenly contested as it is today, and while Britain has a challenger for honours in the running, something must be done to organize true Grand Prix competition on a road circuit in this country.

Dog and Dog

THERE are occasions when dog must eat dog in the journalistic field for the sake of accuracy, and one such arises from a report early last month of the Nairobi correspondent of the *Cape Argus* that American vehicles were to be imported "because British cars cannot stand up to the roads of Kenya." As many Kenya motorists have good cause to know, this is an untrue statement, and the matter has been clarified from London by the S.M.M.T.

The vehicles to be imported are "pick-ups" and light delivery vehicles, and they are being allocated to farmers and contractors using other than tarmac roads because they had said that only American cars were able to stand up to the conditions. No direct reference to British cars was made by the original critics.

Although in this knockabout post-war world the defamatory remark, rarely backed by knowledge, has become a commonplace, it behoves a journal such as this, with a world-wide circulation, to make it quite clear that the odium does not rest on British *cars*, and that there are no grounds at all for the concluding statement in the *Cape Argus* report that the Government of Kenya is satisfied that only American cars are suitable for unsurfaced roads.

We have often drawn attention to the ease with which reputations are damaged by the casual critic, and a word of advice to those who are forced to listen is not out of place. In the face of the verbal onslaught, it is worth while asking how much experience, and of how many cars, the critic is likely to have had. The staff of this journal drives many cars over many miles; it seeks every opportunity to learn more about them. Yet it would be the first to admit that its knowledge was not, and could never be, comprehensive in the literal sense of the term.

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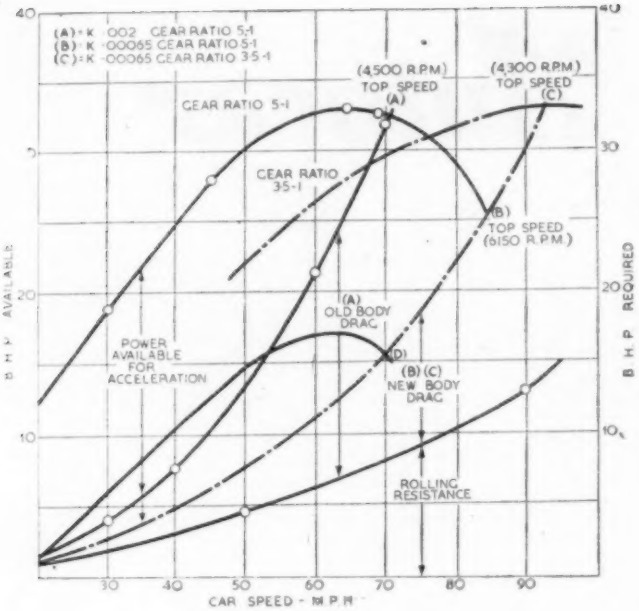


Fig. 1: Performance test results of the three models discussed in the previous article (June 8), plus the performance curve of Model D—the streamlined shape using an engine developing only half the h.p.

IN a previous article ("Aerodynamics of Motoring," *The Autocar*, June 8) the following claim was made:—

"Adoption of scientific aerodynamic principles in the design of the present-day car can halve its fuel consumption without the penalties of reduced cruising speed or cramped passenger space."

The 50 per cent fuel saving was shown to be theoretically possible at main road cruising speeds by cutting down the air resistance by two-thirds. On a conventional car at main road cruising speeds power is divided in the proportions of three-quarters to overcome air resistance and one-quarter to overcome tyre resistance. Thus by cutting down the air resistance to one-third, the total power requirement is halved.

These claims were practically demonstrated by constructing on an old chassis a new body which wind tunnel tests had proved to need only one-third of the horse power the original body had required to reach its maximum speed of 70 m.p.h. The theoretical benefits were not attained, however, until the gear ratio was lowered by no less than 30 per cent. The reason for this disappointment was that the lower horse-power required on the streamlined model was being developed at the same high r.p.m., and the consequent small throttle opening seriously reduced engine efficiency and increased the specific fuel consumption. The addition of an overdrive reduced the cruising r.p.m. from 4,000 to 2,800, and restored a wide throttle opening and economical operating conditions for the engine.

By the same token (that only half the horse-power was needed at the old maximum speed) the overdrive enabled the maximum speed of the car to increase by 30 per cent within the range of permissible engine r.p.m. Since this increase in performance is not one of the primary objectives in an economy vehicle, reference to the performance curves shown in Fig. 1 will show that, if content with the old performance, an engine of half the capacity would suffice. There is, of course, a serious disadvantage in this, since torque is proportional to capacity and, therefore, initial acceleration or getaway will be similarly reduced *in the same vehicle*. To restore it, the vehicle weight must be halved—a tall order! Nevertheless, the benefits are sufficiently great to merit a thorough investigation. To start with, a reduction becomes possible throughout the mechanism of the car, and to a lesser extent in the structure as well. A smaller engine needs a smaller radiator, clutch, gear box, propeller-shaft, rear axle, springs, and perhaps tyres, all of which not only weigh less but also cost less, and a saving in purchase price is of equal attraction to operating economy.

Some *increase* in initial cost might be economically worth while. But it would probably be unwise for any manufacturer to initiate an extensive production programme on this basis. On the other hand, a very different layout from the conventional might well find popular favour.

To revert to the substitution of a half-sized engine, the mechanism weighs only about 40 per cent of the complete vehicle, so that not more than about 15 per cent all-up weight would be saved from this alone. Even if we admit the possibility of saving several inches of wheelbase to accommodate a shorter engine, such gains are very small. In addition to the weight question the shorter bonnet and the lower radiator will tend to improve the aerodynamic form; but, here again, this is hardly tackling the problem in the right way.

The Optimum

Since the economy sought is derived solely from the external shape of the body it would seem logical to determine the optimum form and proportions, or the nearest approach to them which present-day materials and manufacturing processes will produce, and then see how to arrange the mechanism and passenger space to best advantage. So many millions of hours of development have gone into an almost unlimited variety of designs of all the mechanical parts of a car that any variety proposed should prove the least obstacle in rearranging the layout. What appears to be a greater obstacle is the passenger space, which it has been promised not to reduce. Some rearrangement appears necessary and you must judge for yourselves whether what is proposed fulfils your requirements. This is important. *You*, the customers, decide how soon a truly aerodynamic car will

DYNAMICS OF MOTORING

—A Second Study

appear on the market, and you have not been wholeheartedly encouraging to those manufacturers who have had the courage to offer streamlined models in the past—partly because of conservatism, and partly because of the designer's interest in performance rather than economy.

Before we go on to discover that shapes logically arrived at from fundamental aerodynamic considerations, and unhampered by structural compromise, are by no means unattractive, it is profitable to examine the limitations superimposed upon a satisfactory basic shape by what was a typical chassis of twenty years ago. Examination of my Model C in Fig. 2 reveals a frame mounted on leaf springs, with a rigid I-beam front axle, and an engine set well back behind it, and occupying a considerable proportion of the wheelbase. (The frame was not, of course, underslung originally, but to invert it was our only major chassis modification.) Although the wheelbase was very long for what often is still oddly known as a "10 h.p." car, on the original saloon it had been necessary to seat the rear passengers right over the rear axle, which made the vehicle extremely high and resulted in a large frontal area. Since we had not the facilities to remount the engine much farther forward in the frame, our low seating and the need to keep down the frontal area to a minimum prevented us from having rear seats at all. On the other hand, the envelope shape permitted three side-by-side seats without increasing the overall width of the car, although here again a chassis limitation restricted the central accommodation to a "very small person," owing to the height of the propeller-shaft.

Revealing Hood

The choice of an open body was purely a personal taste, since this vehicle served the dual purpose of experimental model and private transport over a very considerable period. Incidentally, the hood ballooned out to a well-curved contour at speed as the result of suction forces arising from the slope of the screen. A saloon top having a "slip-stream" back would obviously have possessed somewhat better aerodynamic characteristics.

The ugliest feature of all, the extreme length and plainness of the bonnet, arose first from the rearward mounting of the engine, and secondly from an economic need to restrict panel beating to the four wings or quarters. All the other panels were simply curved and flanged to simplify manufacture. The three-piece windscreen was necessary because curved safety glass was not readily available at the time. Surprisingly, it had very little detrimental effect on the air flow. In spite of its large angle of inclination, reflections were overcome quite easily by projecting the instrument panel a long way from the screen, and covering the resulting "shelf" with hood cloth which, of course, has a matt surface. A final point of interest is the fully ducted radiator, which contributed to at least 25 per cent of the

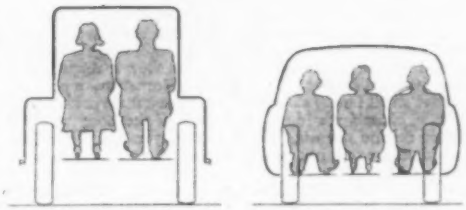


Fig. 3: Frontal areas do not change much. What has been lopped off the high 1930 model has been added to the width of the 1950 version.

drag reduction. It may be of interest that it was a retired oil cooler from a German Junkers 88 aircraft, having about half a square foot of matrix area, and being 5in thick. Without pump or fan this cooling system worked perfectly in London traffic or the Scottish Highlands. In fact, the normal running temperature was too low!

Let us for the moment abandon any consideration of conventional layouts and see precisely what shape is needed to cut down the drag, to yield the *ultimate* economy. There is a simple formula for drag:

$$D = KAV^2 \quad \left(\text{and } D\ HP = \frac{KAV^3}{375}\right)$$

where D = the drag in lb.
K = a form constant, depending on the shape of the car,
A = the frontal area in square feet,
V = the relative air speed in feet per second.

From this it will be obvious that an improvement in shape or a reduction in area of the same magnitude will produce an equal reduction in drag. Conversely, if, in

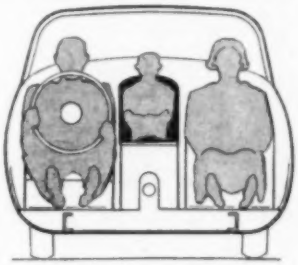


Fig 2 (inset): Seating elevation for the model below. Baby gets his "high chair" over the tunnel.

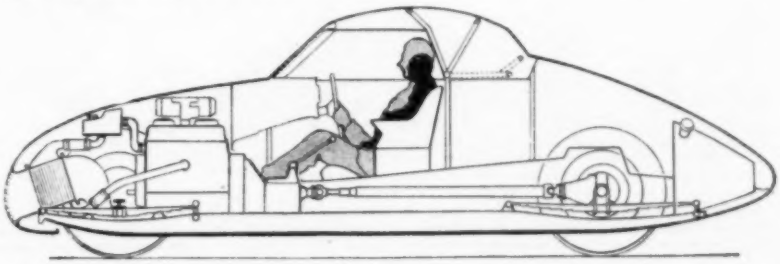


Fig. 2: Layout for the streamlined economy car. This was Model C, and it demonstrates the hampering nature of the old type of chassis.

AERODYNAMICS OF MOTORING
continued

obtaining a better shape, an increased area is involved, we may be no better off (although of course we might easily obtain more room for the same drag. This is, in fact, what has been happening to some extent in normal car progress over the years, and has hidden the very real progress which has, however inadvertently, been made).

The limitations on frontal area alterations are obviously quite close. In the old days when two side-by-side seats were perched above a high chassis, the wings extended beyond its width, presenting in frontal view a shape somewhat like an inverted T (Fig. 3). Nowadays, when the average small family saloon will (just) seat three persons side by side, chassis are lower, and more of the body width is hidden behind the wings, so that the layer which has been lopped off the roof has merely reappeared on the upper sides of the body, and the change in frontal area is thus a very small one. The variation in shape, however, provides much more scope for improvement, as was demonstrated by the experimental model. To take the extremes: in the worst case, if a square board is held perpendicular to the wind, drag measurements show that the form constant K has a value of 0.00325, whereas the ideal shape, which is well known as a "tear-drop," has an absolute minimum value of 0.00008, which is one fortieth as big!

This comes from the fact that the flow over the flat board is entirely turbulent, creating a long wake of disturbed air behind it, whereas the streamlined body merely slows it up a little by "skin friction" and the viscous property of the air (Fig. 4). For a car, this ideal is impracticable for a number of reasons. If it is placed near the ground the flow around it is so disturbed that the drag coefficient K is more than trebled. Furthermore, it does not need a close analysis to show that a circular frontal area is quite ridiculous from the point of view both of attaching wheels beneath and that of seating people inside! Moreover the ideal shape varies with the forward speed at which it is intended to operate, and at normal cruising speeds benefit would be gained by turning the tear-drop into an egg. With a few modifications, the egg can be moulded into a form suitable for travelling within a few inches of the ground, and we arrive at the optimum earth-bound aerodynamic form.

Simple, generous curves make possible what has long been regarded as desirable but impracticable in body design, the substitution of aluminium for steel. In the past the rather abrupt contours necessitated deep draws which were beyond the possibilities of aluminium sheets. Of recent years alloys containing small percentages of magnesium have been developed, which will draw to a depth of about 70 per cent of that of body steel sheets, which is adequate for the new simple forms. The new alloys possess the required strength in the same gauges as steel, where deep drawing has work-hardened the material. With an aerodynamic shape there is a sensibly equal amount of work-hardening throughout the body, and thus weight saving is in the ratio of the density of the two materials, namely 3 to 1. The price increase is thereby considerably offset. In conjunction with the half-sized engine and transmission we are now well on the way to reducing the weight of the new vehicle almost enough to restore the initial acceleration.

The integrated shape surely suggests that the body and chassis should be integrated likewise. In a structure of the general proportions of a car, if it is stiff enough in torsion to withstand the impact of a given obstruction on one front wheel at maximum speeds it will be normally amply stiff as a beam, i.e., to withstand the same shock on two wheels simultaneously. People have talked about "monocoque" structures for a long time, in which the skin, which is necessary to keep out the wind and rain anyway, carries the operating stresses without the support of a separate structure. We may refer to the simile of the egg. If you take

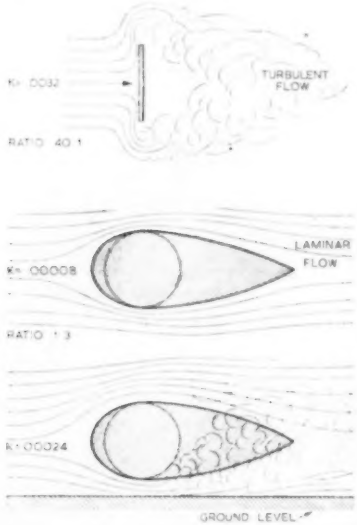


Fig. 4: The matter of airflow. The flat surface is obstructive, the aerodynamic shape good—but not when the ground is close.

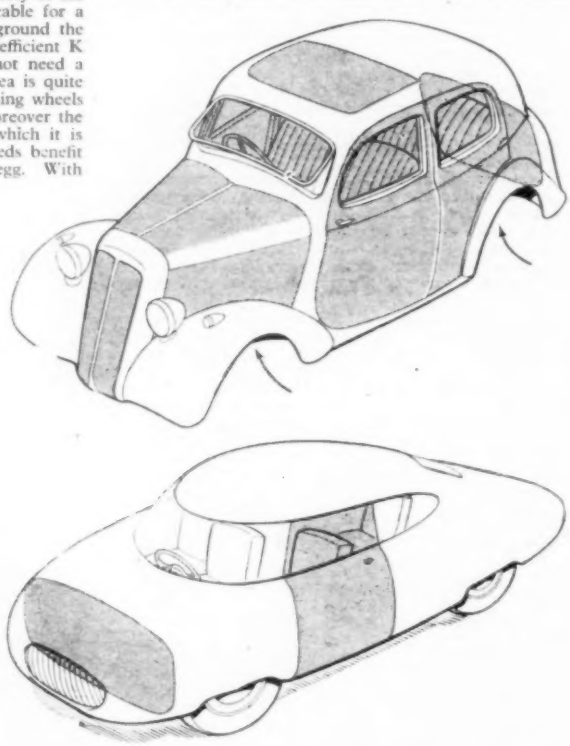


Fig. 5: A matter of filling up the holes, of which the older style of car was full (above). The modern streamlined shape (lower) manages to get rid of all but the necessary ones.

an egg shell and apply a load to it longitudinally, say by squeezing it in your hand, the load it will support without crushing is out of all proportion to its weight. Similarly you cannot twist one end relative to the other. If, now, you make a hole in it, it will collapse under either form of loading at a much lower figure.

Now the old car was all holes (Fig. 5)—the whole of its underside was a hole, for instance, and even in the roof there was another, which has now fortunately gone out of fashion, as also have opening windscreens. But let us make it structurally an egg and hang the wheel suspension units directly on it, allowing it to run continuously down the sides and across the underside of the car with cut-outs for the wheels. The sliding roof and opening screen have already gone (it is really surprising what high stresses go through the fixed windscreen!). That leaves door openings, bonnet

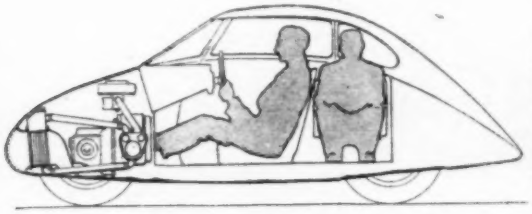


Fig. 6 : With three in the front seat, statistics permit the assumption that passenger No. 4 can be regarded as very occasional. Accordingly, he might well be seated transversely to assist shape.

opening and luggage locker lid. Would it be too much of a sacrifice to eliminate the last of these? In the seating arrangement that I shall shortly propose you will see that this would prove no great disadvantage.

The bonnet opening, too, could go, that is to say, as a structural problem, by shifting our smaller engine completely ahead of the front wheels, and terminating our main structure at the engine bulkhead, which can then be located practically on the front wheel centres where the load is applied. The front cowling can then be made to hinge so as to provide excellent accessibility. The door openings are, of course, essential, but they present less of a problem. When a monocoque structure is subjected to torsional loads every part of its surface is subjected to a "shear flow." When an opening is made this shear flow is unsupported, and buckling and subsequent failure occur. Round the door openings a certain amount of subsidiary structure is necessary for door shutting, draught sealing and so on. Thus we have an automatic support for the shear flows at the edges of the remaining hole and as the new seating eliminates the need for four doors, this last one is smaller, anyway.

Some sort of support would have to be given to the edges of the wheel cut-outs, but these gain some benefit from being circular and having no sharp corners where high concentrations of stress might occur. If we stick to a conventional transmission, not only does it interfere with passenger space, particularly now that we have eliminated the chassis frame and can cut down the frontal area by "sitting on the floor," but also we shall have to make more holes for maintenance and replacement, and waste more weight in supporting their edges. Since we are talking of very small engine sizes, not only the engine (which might well be a flat-twin) but also the transmission could all be placed at the front end without excessive overhang and the drive be taken logically through the front wheels. The forward centre of gravity thus created is of considerable benefit in stabilizing the car directionally at speed, a problem which reaches sizeable proportions on a well-streamlined vehicle such as this.

The form of the new vehicle is thus becoming clear, but we have not yet arrived at the more difficult question of seating. We have determined upon a form divided into two parts, although these are blended somewhat carefully

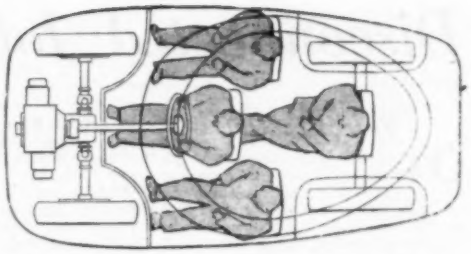


Fig. 7 : Enter (or re-enter) the lozenge in car seating. If the driver is moved forward so that he sits on his own, a fourth passenger can be accommodated facing forwards.

together. The lower half is naturally more affected by the proximity of the road, which exerts a two-dimensional influence on the air flow over it. The side profile is thus the most important. What the Americans refer to as the "turret top" is more free from this influence, and we have a choice as to whether to taper it off in plan or in profile. Whichever the choice, if we are to achieve the smallest and therefore lightest possible car for the maximum passenger space, we obviously cannot employ the conventional two-by-two seating arrangement.

Since this *number* of seats is apparently a necessity (at least it has withstood the test of time) it looks as if, when we sit three of our passengers side by side in the full-width body that we now have, one alone must sit behind! Is this really a disadvantage? An average opinion, if statistics are anything to go by, would show that this arrangement is actually of more general use than the old. On British main roads analysis shows that most cars spend at least 80 per cent of their time with only the driver on board and a further 10 per cent with only one passenger. The percentage carrying more than three people is surprisingly small—less than five! So the triple front seat arrangement is generally more companionable and, incidentally, is extremely beneficial from the viewpoint of weight distribution and directional stability. From the statistics it would be reasonable to regard the fourth (Fig. 6) passenger as an occasional occupant and he might not be inconvenienced if he were seated at an angle across the car, which increases everyone's leg room on a very short wheelbase with a good streamlined profile. This rear seat could, of course, accommodate more than one child, and fold flat to make a really big luggage locker. Now that dust sealing is so efficient, do we really need a partition between the seating and luggage?

Lozenging

The alternative might be a little more difficult to accept, but is unquestionably more of an ideal. Whereas the wheel arches restrict the forward location of the two outboard front passengers, the semi-circular windscreen, in conjunction with the short transmission postulated, would allow a central driving seat to be moved some eight inches forward, where the position would be ideal from the point of view of vision and elbow room. In fact, without losing the latter, the total width of the car and therefore its area might well be reduced with this arrangement. The two passengers would find conversation with each other as easy as with the driver. Now if we have a turret top which tapers in plan, a rapidly falling profile is no longer necessary. The rear passenger can sit straight in the middle of the car and not be too far "out of things" by virtue of the rearward displacement of the other two passengers. The other advantages hold equally for this model.

What it would look like can be seen in Figures 6 and 7. They show a rather different conception from what we are used to at the moment, perhaps, and yet is this not a logical development? *And remember it would cost less than today's car of equivalent performance, and cover more than twice as many miles to each gallon of prohibitively expensive petrol.*

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Your Alfa, Sir

ONE of the good stories told by H.R.H. the Duke of Edinburgh at the recent luncheon following the a.g.m. of the A.A. was of his arrival in Bari, Southern Italy, after he was appointed President of the Association. As a result of A.A. fame, he claimed, he found that the I.A.C. had placed at his disposal nothing less than an Alfa Romeo.

I can well imagine His Royal Highness thoroughly enjoying a run on that machine. He is a keen motorist, speaks soberly and with authority on motoring matters, and is likely to do a great deal of good for motoring. The A.A. is extremely fortunate in its new President.

✦ ✦ ✦

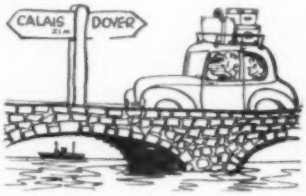
Those Lights

QUITE apart from the aspects of his speech to which attention is drawn on the leader page, he made one or two points as, so he said, "an ordinary motorist and member of the A.A." One of these concerned rear lamps on lorries, which he described as a pinpoint of red light, often obscured by mud, and constituting a real danger. How much I agree with him! The organizations are busily pressing for an improvement of lorry rear lighting, and the public are waiting impatiently for some action to be taken to remove the menace of present affairs. They might press for an improvement in front also. I repeat a criticism that I made several months ago, and that the bus company concerned, significantly, did not see fit to answer (they may not, of course, have had it "drawn to their attention," although that seems almost unbelievable). I do not understand how the Thames Valley bus company can continue, with a clear conscience, to ply its vehicles on the roads after dark with the existing dipping arrangements. Time and time again I meet these great vehicles on the roads in the neighbourhood of Ascot and Windsor; time and time again I am appallingly, dangerously, dazzled by the single light that blatantly points ahead from the front when the other has been extinguished. The regulations clearly state what comprises dazzle; I maintain that most Thames Valley buses do not comply with the regulations.

✦ ✦ ✦

Bridge It

CURIOUSLY enough, although much is heard of the Channel Tunnel, there is rarely any mention of a Channel Bridge. Several of us were discussing the possibilities the other day, and none of us could suggest any reason why a Channel bridge should not be cheaper and more easily constructed than a tunnel; admittedly, none of us was a civil engineer, although we had quite a bit of collective knowledge of bridges, including Oakland-San Francisco, Golden Gate, Sydney Harbour, the new Severn Bridge, and "Galloping Gertie," the suicidal structure over the Tacoma Narrows. Most of us felt that the



Less romantic.

Channel Bridge sounded less romantic than a Channel Tunnel, and that was why people were less enthusiastic about it.

Incidentally, an interesting point for claustrophobes was raised by one member of the discussion group. "How would you," he asked, "like to drive through a similar structure to the Mersey Tunnel over a distance of 21 miles?" Frankly, I should not. Even if I did not become a prey to claustrophobia, I should be bored stiff.

✦ ✦ ✦

Brakes

WRITING from Scotland, a correspondent relates how the police, using a decelerometer, tested his brakes and decided that his hand brake was inefficient. His foot brakes were found to be 95 per cent efficient, but the hand brake recorded a figure of 26 per cent.

The letter gives me food for thought, because I wonder what figure the police regard as "efficient" for a hand brake. Hand brakes are not now designed to be particularly efficient as "stoppers," whatever their abilities as parking devices, and since the adoption of the umbrella handle, they have become, on casual observation, less efficient than

95 per cent.

ever (although one central lever system I know is as unsatisfactory as any).

I should not think that many hand brakes are likely to show a vastly superior figure.

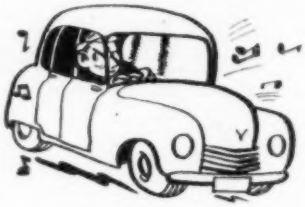
✦ ✦ ✦

New Notes

BOTHERED by a tearing noise on his car a few nights ago, a colleague worried over it, listened to it, and visualized all sorts of possibilities (especially as he ran between high walls) until he discovered that he was driving with the left-side front window fully open, a thing which rarely occurred; after he had shut the window the tearing noise disappeared.

Curiously enough, a similar experience happened to me almost immediately afterwards. When the engine was pulling, I noticed a tiny vibration that I had not heard before. It came and went with the pressure of my foot on the throttle, and I speculated gloomily on the job of going round all the bits at the back (where it was located) in order to find which particular bit was loose.

Then I realized that I was driving



Speculated gloomily.

with the rear seat armrest down, a thing which I rarely do. I leaned back and pushed the arm up into the closed position in the squab, and the noise disappeared. This kind of thing happens so frequently that apprehensive owners, when queer manifestations occur, might well ask themselves what they are doing which they do not normally do.

✦ ✦ ✦

Name Please

WHAT do you call those straps on to which passengers in the rear hang when cornering fast? I was asked this the other day and could only answer "straps." Two days later one of mine broke and I asked the service station to replace it. "What do you call the blessed things?" I asked the manager. "Oh . . well, straps," he said, but agreed that there must be a proper name. No doubt my colleagues could supply one, but I am tickled to try it on readers. Coachbuilders must have a name for them.

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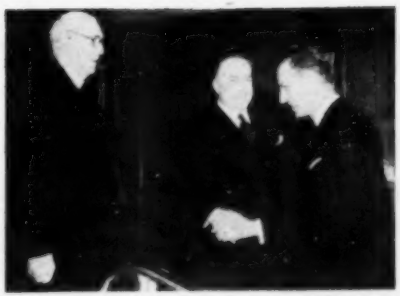
NEWS and VIEWS

ROAD GIANT IS STILL EXPANDING

THAT extraordinary organization, the A.A., held its annual general meeting in London last week, under the chairmanship of its new president, H.R.H. the Duke of Edinburgh. The magnitude of the A.A. can be judged, admittedly, by its membership of over one million, and it can also be judged by its vast income of over three and a half million pounds for the year ended December 31, 1950. Of this, 96.6 per cent was spent, leaving a balance of 3.4 per cent, so that members can rest assured that their money comes back to them.

The chairman of the organization, the Rev. Canon F. W. Hassard-Short, introduced the report, which showed that expansion had taken place under nearly every heading of the A.A.'s activities, notably in foreign touring. In the eight months under review, 40,000 sets of documents were issued, compared with 45,000 in the previous full year. In spite of this exodus, home touring also expanded, showing that A.A. members, at least, had neither lost nor transferred any of their wanderlust.

After the meeting, luncheon was held and was notable for an excellent speech by H.R.H. the Duke of Edinburgh, whose obviously expert knowledge of motoring from the point of view of the driver reinforced the conclusion of all present that the A.A. is not only honoured, but also extremely fortunate, in having this popular member of the Royal Family as its President. A particular point in the speech is the subject of Editorial comment on page 903 this week, and further points are discussed by The Scribe on page 908.



At the A.A. meeting: the Duke of Edinburgh is greeted by Mr. W. V. Gibson and (left) Canon F. W. Hassard-Short.

Earls Court Again

THE 36th London Show takes place this year for ten days from October 17 at the customary Exhibition Hall at Earls Court, London. Arrangements are as for previous years, and the Show will, as before, not be open on the Sunday during the period (October 21).

Bentley Plans

PRESS reports (not in *The Autocar*) of considerable Bentley changes for the Paris Show and for export have earned a denial from Bentley Motors (1931), Ltd., who state that there is no intention of producing an eight-cylinder model for export, and that the only change to be made before the international shows begin is a slight enlargement of the engine from 4,257 to 4,566 c.c. The company's policy of change when considered necessary is not influenced by the advent of car shows.

Foreign Touring Pioneer

SINCE he founded Autocheques, Ltd. twenty-one years ago, Mr. Graham Lyon has been its managing director, but his interests now also include hotels in Dover and France and doctor's orders forbid him to continue to make such strenuous demands on his health as the two interests demand. Accordingly, he has resigned the managing directorship of Autocheques, Ltd., but remains a director, and his place has been taken by Sir Harry Greenfield, a director of the Polytechnic Travel Association, with which Autocheques is now associated.

Election

THE director of the Rootes export division, General Sir Leslie Williams, K.B.E., C.B., M.C., has been elected Master of the Worshipful Company of Carmen, one of the oldest City Companies, dating from the 13th century. It is concerned with all road transport matters.

New Car Ferry

INTO service at the end of July came the new French car ferry on the Dover-Dunkirk route, the *St. Germain*. Similar to other ferries plying on this route, she takes trains and passengers, and has a garage for 25 cars on the after-deck. "Drive-on" facilities are standard. Her speed during trials was 18.5 knots.

Road Reports

ONE of the less well-known R.A.C. services is the investigation and reporting of road defects, and members are asked to assist by reporting road dangers to any office of the club. In the first six months of this year, 314 complaints were received; of these, 243 were considered justified and, in 217 cases, action was undertaken by the local authority.

s.s. Hampton Ferry

REPAIRS to the *Hampton Ferry*, recently damaged in a collision with the jetty at Dover, have been completed, and the ferry has now resumed normal sailings (Dunkirk-Dover 10 a.m., Dover-Dunkirk 4 p.m.). Motorists who had reserved space on the carrier during the past few weeks have been accommodated on the Dover-Boulogne ferry.

Mr. A. S. Dick has been appointed deputy managing director of the Standard company. He joined the company in 1934 and became assistant managing director in 1947, when aged only 31.

Holden in Four Years

NEW car demand in Australia is as keen as ever and some dealers are refusing orders for makes which have unforeseeable delivery dates. Holden production, for example, is already booked to would-be purchasers for the next four years.

A recent estimate from Sydney says that distributors now hold £4,000,000 in deposits on new cars.

Six Months' Work

ACCORDING to the S.M.M.T. review of production over the first six months of this year, British factories produced 2,000 vehicles every day. Nearly 245,000 cars were included in the total.

Compared with the first half of 1950, output fell seven per cent because of a decrease of 17,998 cars. Exports of cars totalled 185,923.

Inducements

SOMETHING like a price war has started in Canada, and prospective car buyers are offered, as inducements, free television sets, a new licence, or petrol for 5,000 miles. "Drive before you buy" is another inducement offered. "It isn't exactly a price war," say the dealers, "but a case of moving out heavy stocks to make way for new models."

Rootes U.S. Cuts

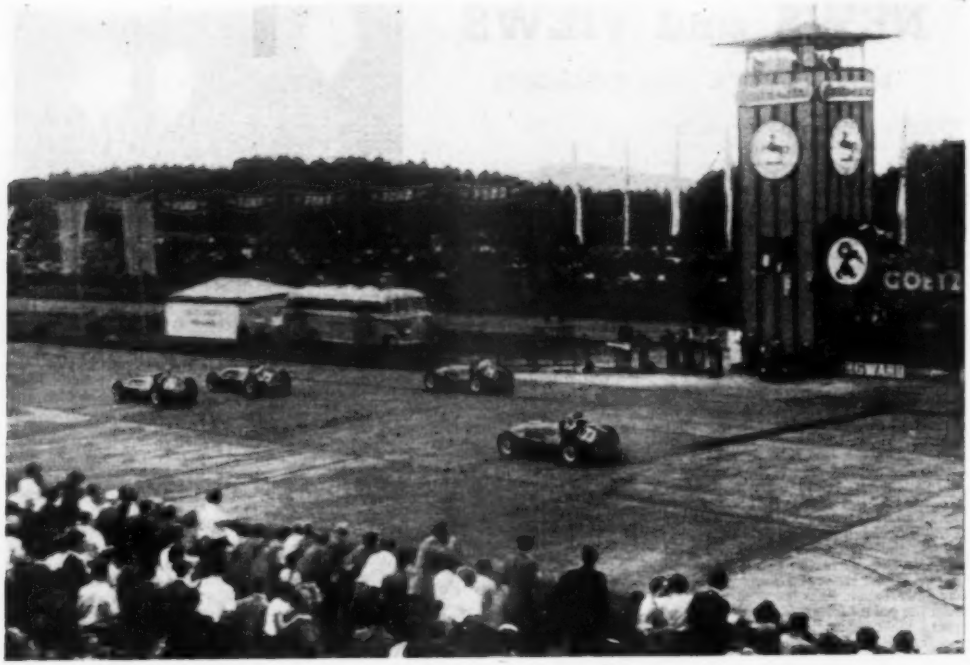
REDUCTIONS have been made in the prices of Rootes Group cars in America. This follows the recent lowering of their prices in Canada. The Hillman Minx has been reduced by 98 dollars (£35), and the Humber Hawk by 200 dollars (£72). The new prices are 1,499 dollars (£535) and 1,997 dollars (£713) respectively, delivered at coastal ports.

New from Old

AN intensive drive for the collection of scrap metal—particularly low-phosphorus iron—has been inaugurated by the S.M.M.T. Car dealers are earnestly asked to pass to scrap merchants any surplus they may have.

Hand Brake Lock

IN the description of a hand brake lock in the July 13 issue, introduced by Tudor Accessories, Ltd., an impression may have been given that this accessory is primarily intended for securing open cars against theft. Whilst such a lock has an obvious appeal to owners of open cars it may be usefully applied, of course, to any car to which it can be fitted.



Formation : Two Alfa Romeo and two Ferrari cars in correct order, 76, 75, 74 and 73 (Farina, Fangio, Gonzalez and Taruffi),

Ferrari Again Victorious

ALFA ROMEO LOSE THEIR SECOND GRAND PRIX IN SUCCESSION

CONSOLIDATING the success already gained at Silverstone, Ferrari not only won the German G.P. last Sunday on the famous Nurburg Ring circuit in the Eifel mountains, but also took third, fourth and fifth places, all their cars finishing. By contrast, only one Alfa Romeo was still running at the finish—that of Fangio, who gained a brilliant second place in difficult circumstances. The weather throughout the race was dull but fine, with very occasional gleams of sunshine, and the traditional enormous crowd turned out to watch the race, many hundreds of people camping on the surrounds of the course for days before the race. This puts Ascari into second place for the World Championship with 17 points against Fangio's 28; Villoresi, Gonzalez and Farina tie for third place with 15 points each.

In the 500 c.c. race which preceded the Grand Prix, British Coopers took the first five places, a Swedish Effyh finishing sixth. Stirling Moss in the Kieft put up a record lap and led with great ease for two laps, but then a fractured steering arm put him out of the race, fortunately without damage to car or driver.

THE practice period for the race had revealed an unprecedented state of affairs, with Alfa Romeo positively rattled and Ferrari making the two best practice times. These were put up by Ascari and Gonzalez, with times of 8m 55.8s and 9m 57.5s respectively; Fangio, the best of the Alfa team, scored 9m 59s. But this was partly owing to the fact that the Alfa *équipe* were undecided as to the correct axle ratio and tyre size to employ; in fact, they did not decide these major items until the last day of practice.

Nor did they decide any earlier the exact composition of their team: the fourth car was finally given to Paul Pietsch, the German driver, who had only had three laps practice with it in the last session. The evening before the race showed the Ferraris to be locked up in their sheds in silence and contentment, while the Alfa garages were a scene of pandemonium, comparatively speaking. The axle ratios were being changed on two of the cars; Fangio had crashed one in the last session (this, however, was the spare car), sliding sideways into a hedge in his endeavour to beat Ascari's time and finishing up on the edge of a steep slope, while the fourth car had engine troubles which took some little time to cure. This was indeed a change of fortune.

The luckiest man in Germany during the practice period was David Murray, who overdid matters on a fast bend on the Kottenborn and turned his 4CLT Maserati over among some trees; the car was virtually written off, but David extricated himself and crawled "out from under" along a ditch with literally hardly a scratch to show for it. Trouble was rife among the formula 3 cars, of which there was a motley collection of amateur German specials in addition to the better-known makes; in this category, however, Moss put in one lap in practice in the extraordinary time of 11m 31.8s, which was faster than for several cars taking part in the Grand Prix and forty seconds faster than any other car in the 500 c.c. class; the Coopers of Whitehouse and Carter were second and third fastest with 12m 11.4s and 12m 11.5s respectively.

Sunday, July 29.

This was *der Tag*, and early in the morning the roads were crammed with traffic of all kinds, all heading for the Ring; in fact, Adenau and the approach roads had known little peace throughout the previous night, while all the woods around the circuit were alive with camp fires and the music of accordions. The formula 3 race, coming first on the programme, was scheduled to start at 10 a.m.; at 9.30 this seemed impossible, but in fact the race was only five minutes late.

In the front row at the start were Moss,

Whitehouse, Carter, Eric Brandon (Cooper) and Walter Schluter (Monopoletta), and when the flag fell Whitehouse went into the lead with Brandon second and Moss third. But by the time the cars returned up the loop of track behind the pits Moss was taking the lead from Brandon, and at the end of the first lap his lead was 22 seconds over Brandon, with Alan Brown third with the other *Ecurie Richmond* Cooper. After two laps his lead had increased to 38 seconds; but on his third lap a steering arm broke, and the car slid to a somewhat abrupt standstill on the Hatzenbach. Meanwhile Brandon and Brown continued to keep fairly close company, with the official Coopers of Carter and Whitehouse behind, but Carter's engine packed up, and Schluter's B.M.W.-engined Monopoletta (the only German car to offer any real semblance of a challenge to the British cars) lay fourth, with John Cooper and the Emeryson of Ted Frost in fifth and sixth positions. On the fifth lap Cooper passed Schluter, whose car was tiring; in fact, it disappeared altogether on the last lap and Montgomery-Charrington (who had driven a good race in his J.A.P.-engined Cooper after a bad start) took fifth place. Sixth came a Swedish Effyh, and seventh the first German driver to finish, A. Lang in a Cooper-J.A.P.

500 c.c. Race (race distance: 126.95 kilometres, 6 laps)

	h	m	s	m.p.h
1. Cooper-Norton (E. Brandon)	1	12	55.5	69.9
2. Cooper-Norton (A. E. Brown)	1	13	0.6	69.8
3. Cooper-Norton (B. Whitehouse)	1	13	38.7	69.2

4. Cooper-Norton (J. N. Cooper), 1h 17m 20.9s; 5. Cooper-J.A.P. (R. Montgomery-Charrington), 1h 17m 59.9s; 6. Effyh-J.A.P. (E. Svensson), 1h 19m 17.5s; 7. Cooper-J.A.P. (A. Lang), 1h 19m 36.5s; 8. Cooper-J.A.P. (A. O. Dillenius), 1h 21m 8.6s; 9. Bee-J.A.P. (P. Hellhardsson); 10. Cooper-J.A.P. (T. Hellmino); 11. Condor-B.M.W. (P. Dilthey); 12. Scampolo-D.K.W. (H. Deutz); 13. Scampolo-D.K.W. (W. Rentrop); 14. D.B. (Dr. Acema).

Fastest lap: Kieft-Norton (S. Moss), 1m 42.5s, 72.7 m.p.h. 49 starters.

THE GERMAN GRAND PRIX

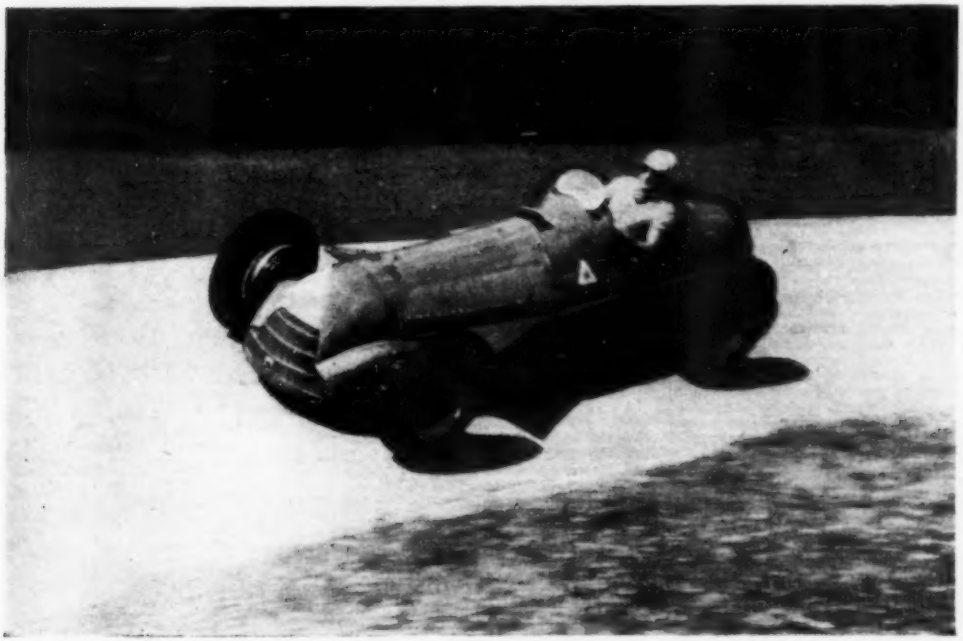
THEIR appetite thus whetted for what was to come, the crowds waited expectantly for the start of the German G.P. This was to have been at 12 noon, but by the time all was ready it was about 25 minutes past. The front row of the starting grid was made up of Ascari (12-plug Ferrari), Gonzalez (24-plug Ferrari), and Fangio and Farina with the two de Dion-suspended Alfa Romeos. Behind them came Villoresi and Taruffi (24-plug Ferraris) and Pietsch (Alfa Romeo); then Fischer (2.6-litre Ferrari), Manzon (1.5-litre supercharged Simca-Gordini), Bonetto (Alfa Romeo) and Giraud-Cabantous (Talbot). The rest of the field was made up of Simon and Trintignant (Simca-Gordinis), Branca and de Graffenried (4CLT Maseratis) and the Talbots of Rosier, Chiron, Etancelin, Levegh, Claes, Swaters and Duncan Hamilton. Swaters is a young Belgian, another member of the recently formed *Ecurie Belgique* (this was the car driven with such *éclat* by Pilette at Zandvoort until his crash); Duncan Hamilton's car (the only one to carry British colours) was only brought to the line by reason of much all-night work, the gear box casing having cracked in practice two days before.

The field got away to a good start, and a wonderful sight the cars made in their different colours; as usual both Alfa Romeo and Ferrari used radiator grilles of different colours as identification marking for the various cars, which adds to the splash of colour on the starting line. Fangio, true to form, went away with a rush, followed by Gonzalez and Farina; but by the time the cars reached the famous Karussel corner halfway round the circuit (where the drivers use the concreted banked ditch on the inside of the corner as a sort of "wall of death" aid to rapid cornering) Ascari was in second place.

So they flashed past the pits at the end of the first lap—of nearly fifteen miles, remember, with one hundred and thirty-seven corners in it of widely different character—Fangio, Ascari, Gonzalez, Farina, Pietsch (knowing the circuit backwards, and going very well), Taruffi and Nuvolari. Pietsch, however, slid off the road on his second lap, and spent some time getting the car back and restarting the engine; he then came into the pit for the back to be jacked up and the wheels and brakes checked.

Bonetto stopped at the pit after three laps for engine adjustments, and went away again with it sounding no better; not Alfa's day by any means. And then Ascari passed Fangio on the fifth lap, going up the Breitsheid, to take the lead—and next time round Gonzalez, too, was in front of his Argentine compatriot, and the latter came into his pit! Thirty-eight seconds went by before he restarted with new rear tyres and more fuel; Farina came in immediately afterwards for the same process. It seemed that Alfa Romeo had made up their minds that they would have to stop twice for tyres anyway, so they started with half-full fuel tanks; actually, it afterwards appeared that they might well have got away with one stop, but that was the decision.

Two laps after his refuelling stop,



In full flight—Bonetto and his Alfa Romeo

German G.P.

— continued —

Farina was in again; this time with gear box trouble, which proved incurable—and another Alfa was out. This left only Bonetto's sick Alfa and Fangio's healthy one in the race, while Ferraris had three cars still going very strongly; Taruffi's, however, sounded uneven and was dropping back. Ascari and Gonzalez now lay first and second, but on their ninth and tenth laps respectively, they, too, came in for rear wheels and fuel. This let Fangio back into the lead.

Position at 10 laps

1, Ferrari (Gonzalez), 1h 41m 2.0s, 84.06 m.p.h.; 2, Ferrari (Ascari), 1h 41m 54.4s; 3, Alfa Romeo (Fangio), 1h 42m 5.1s; 4, Ferrari (Villoresi), 1h 42m 46.8s.

The Simcas had been going extraordinarily well in front of the rest of the field, the only person to challenge them being Cabantous, going great guns in the leading Talbot. Both Maseratis had fallen out early on. Bonetto now disappeared with what was reported as supercharger trouble, and on his twelfth lap Pietsch shot off the road once more, over the lip of the left-hand turn after the run behind the pits, in full view of the crowded grandstand; the car went some distance, but remained right way up and the driver was not hurt. Only one Alfa left now! Fangio had set up a very fast lap time, equalling Ascari's practice lap; but he could not consolidate his lead sufficiently, and when he refuelled again at 14 laps (44 seconds, including rear wheel change) Ascari repassed him. Moreover, the Alfa's gear box was now on its way out, only top gear remaining, so that Fangio had to be pushed away, and try as he would he lost a little each lap to the leader. Lucky for the latter that he did, for after 17 laps Ascari, too, had to come in for more tyres; this was not a very quick stop (40 seconds, without fuelling), but Ascari got away comfortably in front of Fangio and drew away slightly on each remaining lap.

The Ecurie Richmond in triumph—Mr. and Mrs. E. Brandon.

Unhappily, Cabantous, who had gone so well, crashed two laps from the finish, turning the Talbot over twice, bruising his leg badly and suffering slight concussion, while Manzon, with the sole remaining Simca (after several stops) completed his last lap in a haze of smoke from the cockpit—one piston had gone. Fischer took sixth place after a good drive with the smaller Ferrari; the latter *marque* therefore achieved first, third, fourth, fifth and sixth places, and might well look proud.

Duncan Hamilton, after a good run in the practically brakeless Talbot, had to retire at 12 laps with a lot of oil leaks and failing oil pressure. Altogether a very enthralling race, with a not unexpected result, but one which was close enough to be in doubt until the very end.

RESULT

Race distance: 456.2 kilometres, 20 laps

	h	m	s	m.p.h.
1. Ferrari (A. Ascari)	3	25	3.5	85.75
2. Alfa Romeo (J. M. Fangio)	3	25	33.6	85.52
3. Ferrari (J. F. Gonzalez)	3	27	42.3	81.89
4. Ferrari (L. Villoresi)	3	28	55.5	
5. Ferrari (P. Taruffi)	3	30	52.4	

6, Ferrari (R. Fischer), 1 lap behind; 7, Simca-Gordini (R. Manzon), 1; 8, Talbot (L. Rosier), 1; 9, Talbot (P. Levegh), 2; 10, Talbot (J. Swaters), 2; 11, Talbot (J. Chaboud), 3. **Retirements:** Talbot (Y. G. Cabantous), 17 laps, crash; Simca (L. Trintignant), 13 laps, engine; Alfa Romeo (P. Bonetto), 12, supercharger; Talbot (J. D. Hamilton), 12, oil pressure; Alfa Romeo (Pietsch), 11, crash; Simca (Simon), 11, engine; Alfa Romeo (G. Farina), 8, gear box; Talbot (P. Etancelin), 4, gear box; Talbot (L. Chinetti), 3, ignition; Maserati (T. Bracca), 3, engine; Maserati (E. de Graffenried), 2, engine. **Fastest lap:** Fangio, 9m 55.6s, 85.68 m.p.h.

RECORDS TOPPLE AT GREAT AUCLUM

D. N. BRAKE (COOPER 996 C.C.) MAKES F.T.D.

PERFECT weather, a good entry and smooth organization marked the Hants and Berks M.C.'s Great Auclum speed trials last Saturday, and the notorious "Wall of Death," the heavily banked first corner approached downhill, this year claimed no victims, though it was occasionally touch and go! In the absence of A. J. Butterworth, obliged to scratch by trouble at Winfield the week before, the question of f.t.d. was more open than usual, and practice times suggested that existing records were in danger.

Promptly on the advertised time the first class (sports cars up to 1,300 c.c. unblown) came to the line, and almost immediately the three-year-old class record was lowered by G. P. Taylor (M.G. 998 c.c.) with an excellent run in 25.36 sec, half a second faster than C. D. F. Buckler (Buckler 1,172), who was best of the Ford Ten-engined specials. D. C. Pritchard's impressive H.R.G. recorded 25.17 in Class 2, and in Class 3 T. A. D. Crook, who had repaired overnight the buckled wheel and disarranged front suspension of his Mille Miglia Frazer Nash (damaged during practice on Friday), broke the class record on his first run, and on his second reduced it further to 23.67 sec. In the unlimited sports car class, Gordon Parker (Jaguette 2,664 c.c. supercharged) knocked half a second off his own class record with 23.91 sec, while M. W. H. Head (25.97 sec) was quickest of the XK120s.

In the 500 c.c. racing car class, S. Lewis-Evans (Cooper 500) beat Stirling Moss' 1948 class record on his first run, but Ian Smith's 497 c.c. Cooper improved this by 0.02 on his second run, with 23.37 sec. Among the 501-1,100 c.c. racing cars, David Brake, undeterred by a crash in practice with his Cooper 500, took the Cooper 1,000 up in 23.46 on his first run, was instantly beaten by C. G. Arengo (Arengo 500) with 22.83, but produced 22.39 sec in a dashing second run, which remained fastest time of the day, a fraction behind Eric Brandon's outright record for the hill of 22.20 in a similar car.

J. M. Perkins (supercharged 1,990 c.c. Bugatti), with 23.64, just failed to break the record for racing cars 1,101-2,000 c.c., and A. S. Raven's 3-litre Bugatti took the unlimited Class 9 with 26.54 sec.

Despite a half-hour's tea interval, the programme had been put through so expeditiously that it was decided to permit optional third runs, counting only towards class records and not for awards, which the regulations had based on two runs only. One such class record went—the 500 c.c. racing car class—Lewis-Evans snatching it back from Ian Smith with a superb 23.10

PROVISIONAL RESULTS

Sports cars.—Up to 1,300 c.c. unblown: 1, M.G. 998 (G. P. Taylor), 25.36s; 2, Buckler 1,172 (C. D. F. Buckler), 25.85s; 3, Buckler 1,172 (M. C. Parrott), 25.91s.

1,301 to 1,600 c.c. unblown, up to 1,300 c.c. s: 1, H.R.G. 1,496 (D. C. Pritchard), 25.17s; 2, Cooper-Rover 1,456 (E. M. Markaty), 25.45s.

1,601 to 3,000 c.c. unblown, 1,301 to 1,600 c.c. s: 1, Frazer Nash 1,971 (T. A. D. Crook), 23.67s; 2, H.R.G. 1,941 (W. S. Perkins), 24.90s.

Over 3,000 c.c. unblown, over 1,600 c.c. s: 1, Jaguette 2,664 s. (G. Parker), 23.91s; 2, Jaguar 3,442 (M. W. H. Head), 24.97s; 3, Cripps Spl 5,300 (W. L. Cripps), 25.15s.

Racing cars.—Up to 500 c.c.: 1, Cooper 497 (I. Smith), 23.37s; 2, Cooper 500 (S. Lewis-Evans), 23.39s.

501 to 1,100 c.c.: 1, Cooper 996 (D. N. Brake), 22.39s.

1,101 to 2,000 c.c.: 1, Bugatti 1,990 s (J. M. Perkins), 23.64s; 2, Norris Spl 1,486 s (C. W. A. Heyward), 24.17s.

The Autocar ROAD TESTS

DATA FOR THE DRIVER

1½-LITRE M.G.

PRICE, with saloon body, £565, plus £315 7s 9d British purchase tax. Total (in Great Britain), £880 7s 9d.

ENGINE: 10.97 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 66.5×90 mm, 1,250 c.c. Brake Horse-power: 45 at 4,800 r.p.m. Compression Ratio: 7.2 to 1. Max. Torque: 63.75 lb ft at 2,600 r.p.m. 14.6 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 20 cwt 0 qr 0 lb (2,240 lb). Front wheels 48.5 per cent; rear wheels 51.5 per cent. LB per C.C.: 1.78. B.H.P. per TON: 45.0.

TYRE SIZE: 5.25—16in on belt-on steel disc wheels.

TANK CAPACITY: 8 English gallons. Approximate fuel consumption range, 27-34 m.p.g. (10.5—8.3 litres per 100 km).

TURNING CIRCLE: 35ft (L and R). Steering wheel movement from lock to lock: 2¾ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 3in. Track, 3ft 11⅜in (front); 4ft 2in (rear). Overall length, 13ft 5⅛in; width, 4ft 10½in; height, 4ft 9in. Minimum Ground Clearance: 6in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec	40-60 sec
5.143 to 1	13.9	14.0	15.2	19.0
7.121 to 1	11.1	9.9	11.6	—
10.646 to 1	7.0	7.9	—	—
18.000 to 1	—	—	—	—

From rest through gears to:—

	sec		sec
30 m.p.h...	6.7	60 m.p.h...	29.3
50 m.p.h...	18.2		

SPEEDS ON GEARS:

(by Electric speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	18—24	29—39
2nd	34—41	55—66
3rd	50—62	80—100
Top	70	113

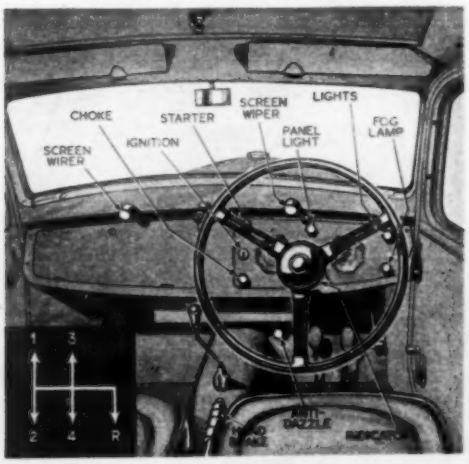
Speedometer correction by Electric Speedometer:—

Car Speedometer		Electric Speedometer m.p.h.
10	=	10.0
20	=	19.0
30	=	28.0
40	=	36.5
50	=	44.5
60	=	54.0
70	=	62.0
80	=	70.0

WEATHER: Dry, warm; wind negligible.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of September 9, 1949.



The external appearance of the "1½" is traditional in every respect; separate wings, running boards and external radiator filler cap and head lamps are all retained. A bright interior is provided by the six-light arrangement of the windows.

No. 1438: 1½-LITRE M.G. SALOON

WHEN a model continues in production without basic alterations for well over four years, as applies to the 1½-litre M.G., and remains a successful and appreciated car, it must obviously possess decided points of merit. So noteworthy is this state of affairs in this instance that, the original Road Test of the model having appeared as long ago as in *The Autocar* dated May 9, 1947, it seemed worth while investigating the road behaviour of the current edition, almost entirely unaltered though it is. The situation is the more interesting in view of the fact that, fundamentally, this car is a survival—that is, in its perpetuation of the traditional style of appearance and general arrangement in a car of relatively small engine size and overall dimensions.

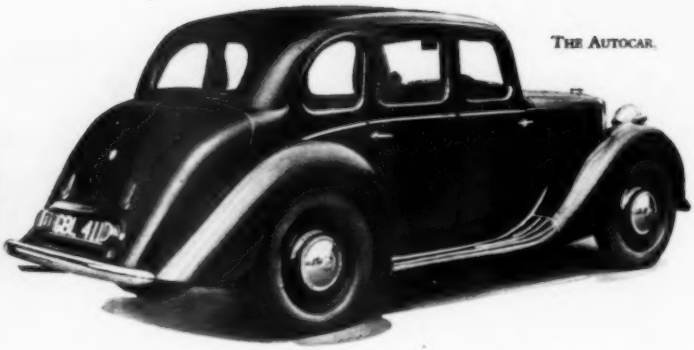
Surely, one reflects, it must be because it is a survival, and in some degree unique today, that the model has continued to be successful in a specialized market. Virtually alone is it now in offering the form of external appearance to which many keener motorists still cling, in spite of the wider acceptance of shapes that have come to be called modern; but more than that, it represents the style of car which can still be regarded as typically British, that is, before fashion dictated slab sides, faired-in lamps and radiators disguised to vanishing point.

A clear-cut assessment can be laid down of the 1½ M.G. It is strictly a four-seater saloon. It was not originally intended to be a really high-performance model, but rather a family car of good quality, with sporting characteristics and good handling qualities. It has an overhead valve engine of a size which restricts its thirst for fuel to a degree that is comforting in these days of high costs, yet provides a performance which has its surprises.

Rather specially is it possible to comment in almost affectionate terms on this model, for, quite apart from this present test, unusual staff experience has been obtained of this version of M.G. An example which has been in *The Autocar's* service for the past four years has endeared itself to its principal users, has proved a most reliable car, and, incidentally, at the end of its fourth year has recently completed a not unarduous Continental tour of some 2,000 miles, fully laden, with very satisfactory results. Therefore it is possible to offer unusual expressions of comment, quite apart from the general run of expressions more properly belonging to these reviews.

It has been remarked that the performance contains surprises. At first experience of the latest car, in town traffic,

The well-known M.G. radiator grille is predominant in this view, while in spite of the use of i.f.s. the valances below the bonnet sides might be supposed to cover dumb-irons, which, of course, do not exist.



A clever matching of curves results in a pleasing rear view; the sweep of the rear wings extends back to the rear of the car. The rearward opening front doors and forward opening rear doors are pivoted on common external hinges.

ROAD TEST . . . continued

one is reminded of its handiness, its ability, because of its compact size, to make the best use of traffic openings, its convenience for parking in congested conditions, and its useful liveliness of acceleration with only moderate use of the gear box, coupled with a quite satisfactory flexibility on top gear. Take it next on a main-road journey under conditions of comparative freedom from other traffic, and let there be necessity for hurrying, as applied in this instance, and there will be renewed for the former enthusiast for the model a real regard for the average speed abilities it can pull out of its relatively small engine.

Even with allowance made for a decidedly optimistic speedometer in the upper range, the cruising speed, without overstress being suggested, is a genuine 55-60 m.p.h., and it can go up to a genuine 70 and still feel within its margins. It is possible to put well over 40 miles into an hour even on the never really helpful English road, with its speed limit restrictions in built-up areas and manifold hazards. The M.G. hums along at speeds up to its limit. There is a little fine vibration noticeable, more so on this particular car than has been experienced on others of this type.

The handling and the controls are very much a part of the quality layout and character. The rack and pinion steering is of high merit, being light yet accurate and safe feeling, and transmitting to the steering wheel no more than an occasional twitch from the road wheels over such a surface as stone setts; it has a slight over-steering tendency. It is the kind of steering that calls for no more than the driver to rest his hands on the wheel and bear rather than haul on it for cornering. It is quite high-geared steering, yet remains light and has useful castor action.

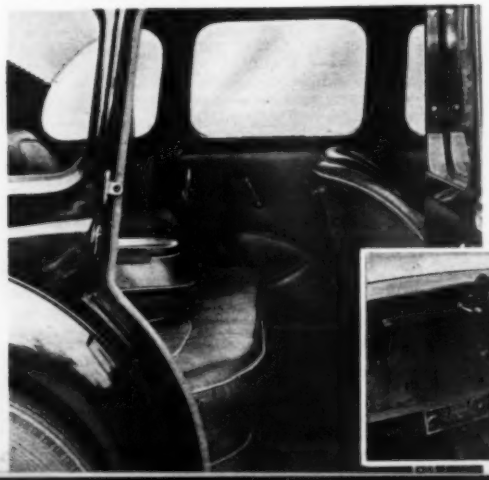
Alone among the cars made by the Nuffield Organization (the M.G. is still produced at Abingdon-on-Thames), the M.G. has coil springs in its independent front suspension. One receives the impression that the suspension is firmer than on the earliest models. It behaves very well laterally for cornering and gives a stability which makes the car feel safe during fast driving. There is a certain amount of vertical motion of limited amplitude over surfaces that are less than good, but the net effect is of a car that rides very well in the rear as well as the front seats.

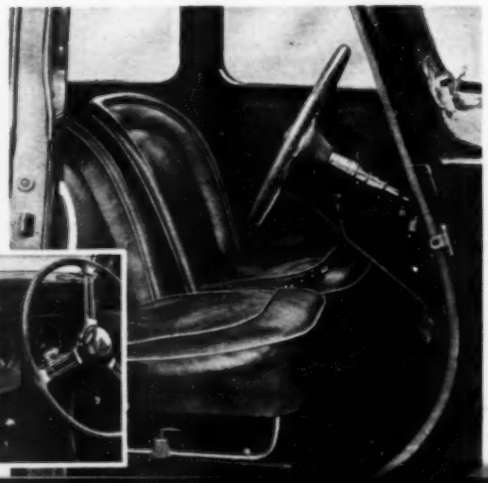
No hard words can be levelled against the braking system; in fact the reverse, for these Lockheed hydraulics do their job extremely well without needing heavy pedal pressure, and have the high asset that on the great proportion of braking occasions there is an ample margin.

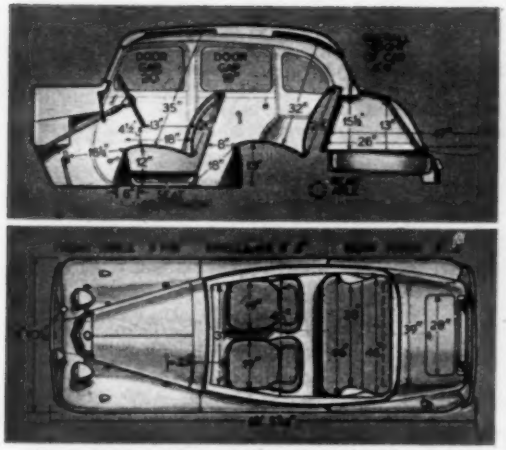
The driving position is well contrived, with a neat, thin-rimmed spring wheel at a most satisfactory angle, and telescopically adjustable on its column when a locking lever is freed, the operation not calling for the application of a spanner. The pedals, though of comparatively small size, are fairly well spaced, and the gear change is one of the delights of the kind of driver to whom the M.G. is likely to appeal. The lever rises centrally from a tunnel over the gear box, and in length is between the full-scale old-type central lever and the short remote control pattern that is now equally rare. Its action retains the rigidity of the

The deep rear seat has a pull-down centre arm rest, ash trays are fitted in the backs of the front seats and pull straps are provided to the front of the rear quarter light.

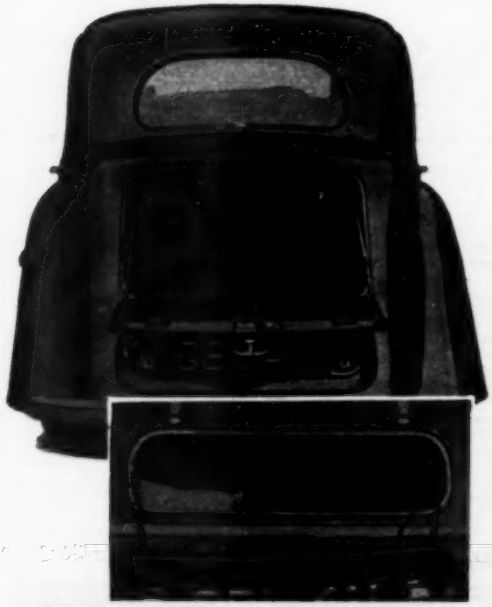
There is an air of quality about the M.G. interior. Pockets in the doors, an opening windscreen, an immediately adjustable steering wheel and an ideally placed hand brake lever all add to personal comfort. (Inset) The polished walnut veneer facia panel and glove locker lid, together with the octagonal instrument groupings, are typical of British quality practice. A time delay traffic signals switch is fitted on the steering wheel. Radio is an extra.







Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.



Because the locker lid is hinged at the bottom the useful luggage carrying capacity can be considerably increased by using the lid as a platform. (Inset) A separate lower compartment houses the spare wheels and tools.

latter style of much appreciated gear lever, and the synchromesh and selector action is such that the lever moves with a definite snick into second, third and top. Changing can be quite quick, if required, without entirely beating the synchromesh. The indirect gear ratios are distinctly useful; third is most useful at times for a brisk acceleration or a quick climb, 50 m.p.h. being comfortable on this gear, whilst second copes with gradients in the 1 in 6 (16 per cent) category.

A tall driver, especially, notices a rather shallow windscreen which, incidentally, can be opened by means of a central winding control, again a feature which is a survival. The driver has a view of the right-hand wing in a right-hand drive car and of the left-hand wing lamp. In front of him is a neat grouping of instruments—which include an ammeter and an oil pressure gauge, but not a water thermometer—and of the minor controls, which are all of push-and-pull type. These are set in a most attractively finished veneered facia, a finish which is applied also to the door cappings, and which in conjunction with the good leather upholstery, available in colours contrasting with the exterior finish, provides an essentially British quality car interior.

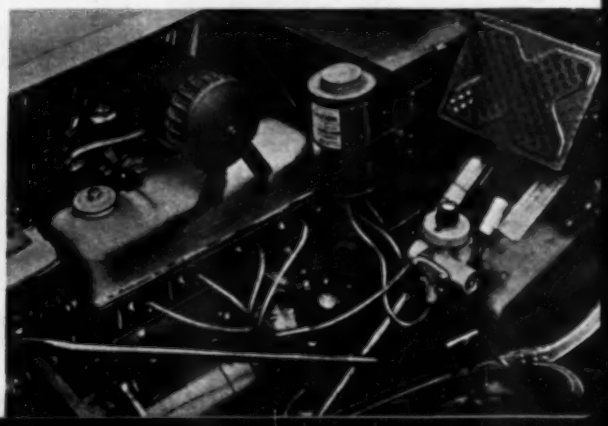
The front seats are separate and individually adjustable—another feature that is "old style" to good effect in many people's view. The hand brake lever is set most conveniently between the front seats. It requires to be pulled hard on to hold the car on an appreciable gradient. In the side of the facia opposite to the instruments is a large cupboard with lid, although this is not lockable. A really useful view is provided by the driving mirror.

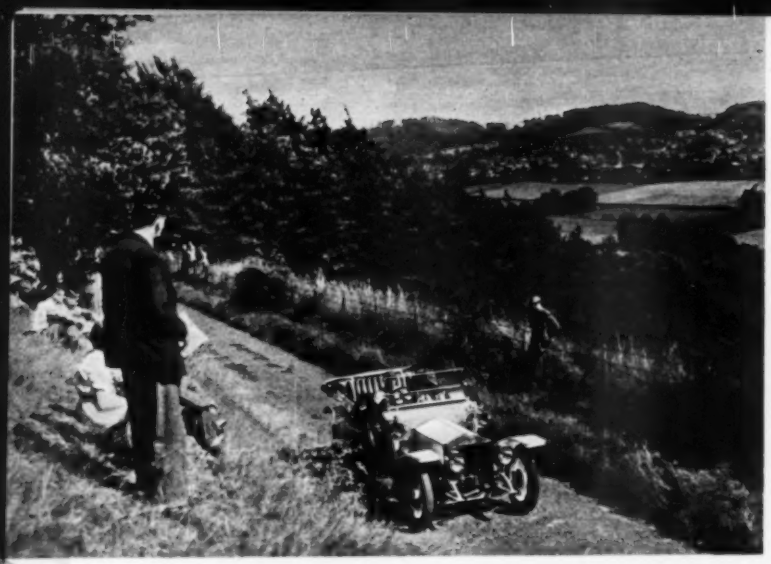
An excellent feature in many people's opinion, again, is the provision of a sliding roof even though it is of small area, as well as of another item of equipment which is passing, a rear window blind. The traffic signals are controlled by a knurled ring at the centre of the steering wheel, operating a time switch that automatically returns the signals irrespective of the position of the steering wheel. One would prefer to have the forward window winders mounted higher on the doors and thus more readily accessible without reaching down and forward. The rear seat has a well-arranged central arm rest as well as elbow rests, and good support in upright rather than reclining positions is given by all the seats.

From previous extended experience of the model it can be said that the head lamps give a good beam, and included in the standard equipment is a separately switched fog lamp. Another practical item of the standard specification is a Smiths Jackall four-wheel hydraulic jacking system. Engine starting from cold is immediate and little use of the mixture control is needed before the engine settles down without hesitation, although it is sensitive to air temperature in this respect. It displays pinking when accelerating from the lower speeds on the low-octane British Pool petrol, as well as some running-on after being switched off, but, as is general experience with fairly high compression units, is a revelation in these respects when better quality fuel is available.

The experienced motorist in particular has only to look at the car externally to label it as a thoroughbred. Specialized items of equipment have been referred to already, and the car is undoubtedly well turned out in this respect, as also in actual finish. It has its definite appeal to the seasoned motorist who appreciates the better things in cars, and also it is remarkably easy to handle and not in the slightest degree tricky for the type who may be called the more ordinary motorist.

A single S.U. carburettor is supplied with air via the cleaner mounted over the rocker cover. A small breather pipe is provided with filtration by fitting it into the lower side of the air cleaner. The scuttle mounted hydraulic jacking control system can be seen in front of the ignition coil.

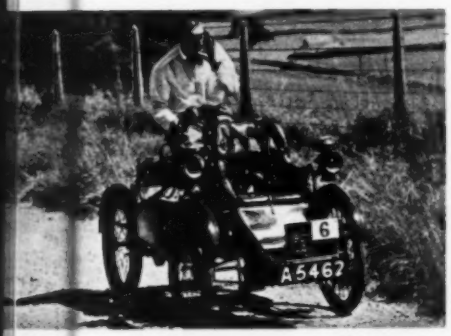




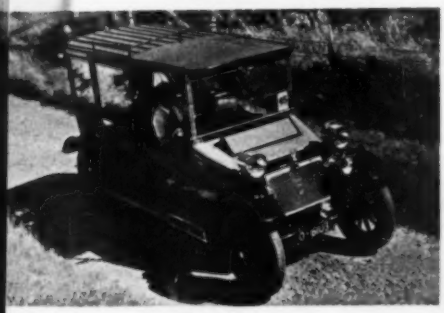
The Denbies climb is situated in a delightful spot on the outskirts of Dorking. The car on this straight portion of the road is S. J. Skinner's 1910 Rolls-Royce.

VETERAN RANMORE

SUCCESSFUL NEW EVENT STAGED BY DORKING CHAMBER OF COMMERCE



Single-handed, E. O. Corkett piloted his De Dion Quad. Has that left hand touched a hot spot?



F. W. Hutton Stott's 1910 Lanchester limousine looked in showroom condition, and made a very clean, sedate climb in keeping with the appearance.

Right: Major W. Browning's 1900 3½ h.p. New Orleans. The driver seems to be in conference with John Bolster concerning some technical point or other.

AS part of their Festival of Britain celebrations the Dorking Chamber of Commerce decided to stage a hill-climb for veteran cars. Lord Ashcombe lent the Denbies private road, and the services of the Veteran Car Club were obtained. The combined forces resulted in a well-organized event.

The course of some three-quarters of a mile contained a starting straight, fast and slow S-bends, a hairpin, and a finishing straight; it is situated in the delightful Ranmore Common area of Dorking. By two o'clock a large crowd of spectators was lining the course, and as time went on the number increased considerably, but not, it was thought, in direct proportion to the gate money! Dorking knows its countryside, it seems.

The cars were divided into six classes, according to age groups, the youngest being manufactured in 1916. For the benefit of the television cameras, the cars did not all run in programme order, but the first spot of excitement was provided by the 1902 Century, which turned on its side at the hairpin; there was no damage to driver or car, but a brass lamp landed in the lap of the commentator. Unfortunately, the police spotted it before he could put it in his pocket (he owns a veteran car, too) and it was returned to its rightful owner.

There were fast cars, slow cars, large cars and small cars; in fact, one never knew quite what was coming next with this sort of meeting. G. Oliver's 28 h.p. Mercedes went up like a bomb—or like a 1902 two-seater Mercedes. By comparison, one could count the revs of the '03 Gladiator that followed. H. A. Pierpoint's Mors went up in fine style, and for once it was complete with its body! Unlike some of the cars that are seen only at meetings such as this, A. C. Bird's 1910 1,050 c.c. Renault is in everyday use, as a "home to work car" and went up with no fuss at all. This was followed by one of the largest cars in the meeting—Geoffrey Frank's 11-litre Panhard (described as a glass-enclosed tonneau or, alternatively by some, as one of the stately homes of England). It was piloted in a very competent way by the owner, who waved to passers-by. An even larger car (in engine capacity) was Clutton's 12-litre Itala, which came up with a cloud of smoke and dust to make fastest time of day (55.5 sec)—a very powerful car.

There were no fewer than five examples of Rolls-Royce on the entry list. Skinner's car was beautifully turned out and made a very Ghostly run, while Bolster's car had an idea that driver John would be in a hurry.

Sears' Sunbeam looked very fast and took the bends in what could only be described as Shelsley style. Complete with lace curtains, the strange little Unic Sedan demonstrated just what 1½ litres could do even in 1913, while the purple Sunbeam (claimed to be the only purple racing car in captivity) went up in 1914 racing form.

PROVISIONAL RESULTS

On Formula.—F.Ld.: 1911 Brennabor 1,307 (B. J. Collins); 2, 1911 Swift 998 (C. W. Rowe); 3, 1914 Sunbeam 2,315 (J. G. Sears).

Cars manufactured before 1902: 1, 1898 Stephens (R. J. Stephens), 0.717 figure of merit; 2, 1900 De Dion (R. Henderson), 0.776; 3, 1901 Pick (A. Booth), 0.777.

Between 1902 and 1904: 1, 1904 Oldsmobile (G. Mayer), 0.562; 2, 1902 James and Browne (R. P. Lucas), 0.593; 3, 1902 Lanchester (O. A. Upton), 0.663.

Between 1905 and 1910: 1, 1909 Riley 2,085 (L. Sandford), 0.489; 2, 1910 Bugatti 1,327 (C. W. P. Hampton), 0.510; 3, 1908 Rover 1,327 (C. C. Tufnell), 0.516.

Between 1911 and 1913: 1, 1911 Brennabor 1,307 (B. J. Collins), 0.411; 2, 1911 Swift 998 (C. W. Rowe), 0.420; 3, 1913 Unic 1,460 (A. E. Stradling), 0.491.

Between 1914 and 1916: 1, 1914 Sunbeam 2,315 (J. G. Sears), 0.451; 2, 1914 Bugatti 1,327 (C. W. P. Hampton), 0.445; 3, 1914 Darracq 3,000 (G. D. Pirsing), 0.519.

The "A" class gets away in the St. John Horsfall race, while the back markers were behind.

LONG SUMMER DAY

A.M. OWNERS' VARIED EVENT ATTRACTS HUGE ENTRY

THE Aston Martin Owners' Club second St. John Horsfall Silverstone meeting on July 28 was a huge event with over 160 entries and racing from about 11.30 a.m. until after 8 p.m. The programme was divided into seven races (all handicaps), the main two being an invitation inter-club relay race for the David Brown Cup, and the St. John Horsfall ten-lap handicap for Aston Martin cars only.

The relay race was between teams of three similar cars, each completing four laps, and each member going through a *chicane* beside the finishing straight before handing over the sash. Relay races are always hard to follow—but it was plain that the Vintage Sports Car Club were going to try hard to win the award for the second year running—their No. 4 team, all Bentleys, were going strong from the 1.24sec mark and, sure enough, eventually won. Will the cup be presented permanently to the V.S.C.C. if they do the hat trick next year?

The array of Aston Martins for the Horsfall Trophy was most impressive; all shapes and types were present and probably the largest collection of DB2 models most people have seen. These included two works entries, driven by George Abecassis and Reg Parnell.

The limit men received 6min 40sec start and it was evident that in ten laps that would take a lot of rubbing out. From the drop of the flag each competitor gave everything he had got and when, eventually, the two works cars left the line a real race was under way. The question was, could the scratch men make up their handicap?

By brilliant driving Abecassis took the lead from Parnell and started threading through the field; all the DB2s had many, much slower cars to pass and it was a joy to watch (and hear) their efforts to get among the place men. Long before the end it was certain that the handicappers had been much too severe, and that C. Angell, in his very fast 2-litre coupé, would win from limit. This he did, followed by Sims, and then P. H. Scarfe—but in the course of the run Abecassis had put in a lap in 1min 47.4sec—76.35 m.p.h.

These were the main events and both were run under reasonable weather conditions. Earlier, heavy rain had made the course tricky for some of the heats for races 1 and 4. One of these was easily won by Anthony Heal in the 1924 Grand Prix Sunbeam, driving with his usual competence in pouring rain.

One notable feature of the meeting was the high standard of driving by the several lady competitors. Mrs. Howerd, a newcomer to motor racing, driving Peter Clark's Lea-Francis-engined H.R.G., was outstanding. Miss Williams drove the very fast 750 c.c. unblown Lotus to victory in the Ladies' Race at the magnificent speed of 62.92 m.p.h., and Mrs. Gibbs was consistently fast in the Le Mans H.R.G.

Other outstanding performances were the fastest lap of the day by Willis' F.N.-B.M.W. during the final of race 1 at 78.39 m.p.h., and a race average of 75.80 m.p.h. and Abecassis' lap at 76.35 and race average of 74.08 m.p.h.

The final handicap went slightly astray as Goodhew's very fast Lagonda was given a long start by Chapman's unblown 750 c.c. Austin Seven-engined Lotus! Needless to say, Goodhew won by about half a lap.

Eventually this event finished and one must say that all competitors were given a fair share of racing and that the many officials worked nobly to make everything go smoothly.

RESULTS

10-lap handicap race: 1, H.R.G. (P. A. Blakely), 67.06 m.p.h.; 2, Morgan (J. M. Sparrowe); 3, Allard (J. A. Bassel).

David Brown Challenge Cup (inter-Club handicap relay race): 1, Bentley team, entered by V.S.C.C. Bentleys (J. H. Bailey, D. J. R. Chapman, J. A. Williamson), 65.67 m.p.h. mean average. 2, Lagonda Number 1 team. Lagonda Rapides (R. Wright, J. Goodhew, F. Dafty).

2nd St. John Horsfall Trophy (for Aston Martin cars, 10 laps): 1, 1938 coupé (C. Angell) 80.09 m.p.h.; 2, 1932 International (P. Sims); 3, 1934 Le Mans (P. H. Scarfe). **Fastest lap:** DB2 (G. Abecassis), 1m 47.4s, 76.35 m.p.h.

6-lap handicap, open cars: 1, Bugatti (J. Ching), 62.5 m.p.h.; 2, Austin Lotus (A. C. B. Chapman); 3, H.R.G. Spl (Mrs. Howerd).

6-lap handicap, post-war cars: 1, H.R.G. (P. A. Blakely), 65.75 m.p.h.; 2, Austin Lotus (N. Allen); 3, H.R.G. (J. M. C. Keen).

6-lap handicap, lady drivers: 1, Austin Lotus (Miss H. Williams), 62.92 m.p.h.; 2, H.R.G. Spl (Mrs. Howerd); 3, H.R.G. (Miss J. Bode).

8-lap handicap for the Motor Sport Trophy: 1 Lagonda (J. Goodhew), 66.47 m.p.h.; 2, Talbot (D Margulies); 3, Lancia (J. O. Venzy).

Relay congratulations for the V.S.C.C.: (l. to r.) J. A. Williamson, Anthony Heal (captain, V.S.C.C.), Major Bailey, and Dudley Coram (secretary, A.M. Owners' Club).

Selling British

THE premises shown in the pictures on this page are those of International Motors, Inc., of Hollywood, California, and represent a big boost for British cars in filmland. They were previously a large restaurant. The dining room has become a display showroom, and the spacious walled-in patio is used to display cars under the sunny skies of California. The display tower is capped by a 20ft Jaguar neon insignia and a 9ft M.G. octagon. International Motors have a big service department elsewhere in the city which employs six British factory-trained men in addition to American staff. They sold nearly a million dollars'-worth of British cars and parts last year, and that in spite of a shortage of TDs and XKs. The president, Roger Barlow, writes: "We consider ourselves a very useful cog in the British export machine." Almost a crown wheel, one might say.

Patio into sales courtyard: cars visible are TD Midget, Morris Minor, Jaguar drop-heads, XK120 and Mark VII saloon.

Below: Dining-room into showroom. Mark VII curves go well with an interior that was once a restaurant.

"Salt Lake" Jenkins, the celebrated Ab of the records, takes delivery of an M.G. from Phil Hill of International Motors, who is a well-known sporting driver in the American West.

Presented

DEMAND for the large living type of caravan is still partly unsatisfied, as suggested by the appearance of new models. A new design produced by Southbourne Caravans, of 28, Meon Road, Boscombe East, Hampshire, was introduced last week. It is a large living caravan in the luxury class, and is intended to fill a limited demand, the firm supplying one a month for the present.

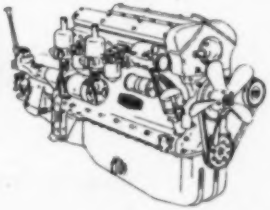
It is 22ft long, with end kitchen and separate end sleeping compartment, and central lounge-cum-bedroom. An unusual feature in such a design is the lantern roof, which is made and fitted separately. Interior woodwork is of a high quality, and equipment includes a table which is adjustable for height for dining or occasional use. Interior panelling is in Masonite, and exterior covering in aluminium sheet. A Pithers stove is fitted, which is used for hot-water supply and for heating the airing cupboard directly above it. The kitchen contains a full-size gas stove, and the draining board is in stainless steel. Named the Supreme, this model costs £1,375.

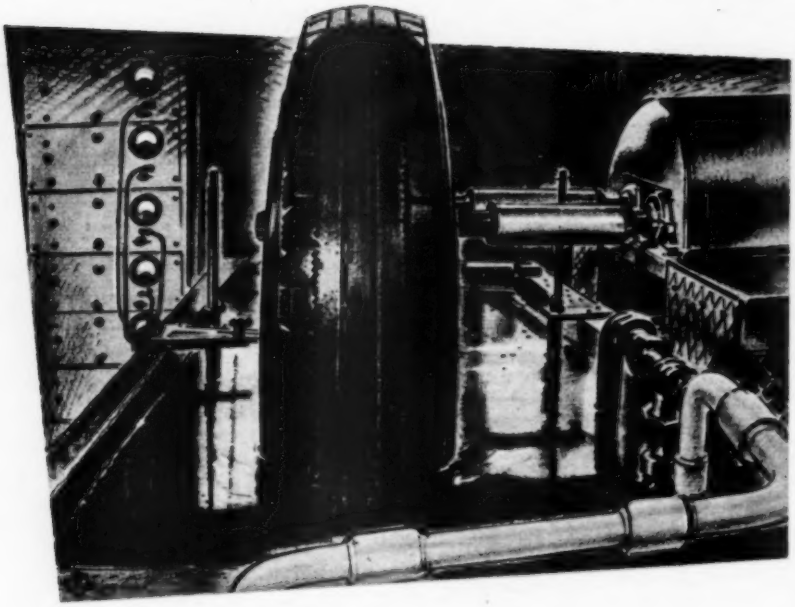
The car that turned the head of the world

Never perhaps has any car created such a spontaneous world-wide impression as this gracious, spacious and powerful Jaguar Mark VII Saloon. Its XK120 engine has long been the wonder of the motoring world—by its record-breaking performances in the Jaguar Sports Model which has won so many international victories. Capable of speeds in excess of 100 m.p.h with noiseless, effortless ease, the Mark VII is yet serenely docile in the slowest city traffic. Its stately interior abounds in roominess and comfort, and its exceptional luggage space will house four large suitcases and four big golf bags as well as smaller items. Its all-round visibility, finger light but positive steering, extra-powerful, vacuum servo-assisted brakes and superb suspension all combine to make this magnificent saloon the smoothest, surest and safest car you have ever known — the finest car of its class in the world.

JAGUAR Mark VII

Powered by the world-famous XK120 engine





PULSATING QUARTZ

-and tyre quality

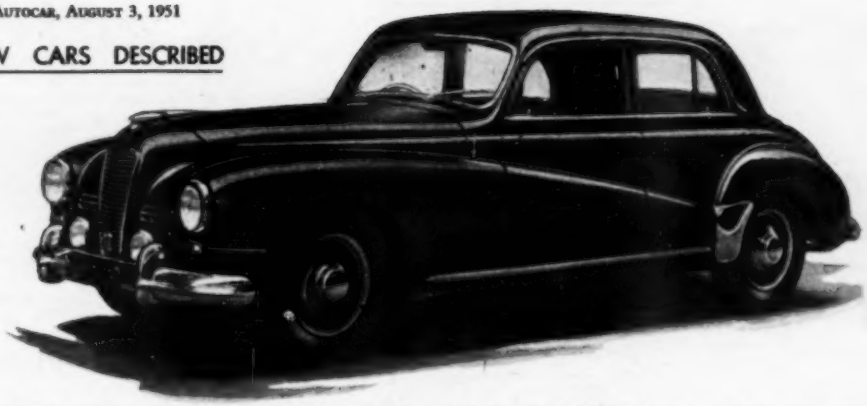
No human ear can register the note seven octaves above Middle C. But this ultrasonic 'sound', useless in art, is invaluable in industry. Electrically generated, and emitted under water, such a wave is reflected by even the most minute air pocket. This significant property has been applied by scientists in the Dunlop Research Centre to the detection of ply or tread looseness in tyres. The tyre is partly-submerged in water. Inside the cover is placed a quartz crystal which transmits ultrasonic waves through the tyre structure. These waves are picked up by more crystals *outside* the tyre. If there is looseness, the thin film of air present will intercept and reflect the waves and register on instrument panel.

This new test will reinforce the already rigorous inspection routine to which every production Dunlop tyre is subject. It is an advance typical of many made possible by the vast Dunlop Research Centre which is staffed by nearly 300 technicians—physicists, chemists and other specialists—whose one aim is the constant improvement of the Dunlop products bought by *you*.

DUNLOP RESEARCH

helps to give the world the Master Tyre

NEW CARS DESCRIBED



The Salmson Randonnée saloon has roomy and comfortable coachwork, but weight reduction by the use of light alloys promises a lively performance from its four-cylinder 2.2-litre engine.

SALMSON RANDONNÉE

FRENCH QUALITY CAR WITH UNUSUAL DESIGN FEATURES

AT the Paris Show last year, Salmson showed a redesigned version of their 2.2-litre four-cylinder engine in which about 110lb of weight had been saved by extensive use of light alloys. A complete car of modern design employing this engine was a late arrival at the Geneva Show in the spring and the car, known as the Salmson Randonnée, is now in production at the Billancourt works of this old-established French manufacturer. It is a quality car and designed for high speeds with low running costs.

Aluminium Block

After the long experience of Salmson in the high-class automobile field and in the manufacture of aero engines, it is logical to find that the new engine makes extensive use of light metals. Cylinder head, block, crankcase and sump are all cast in Alpax aluminium alloy and the connecting rods are in Duralumin working direct on a hardened and counterbalanced crankshaft. The cylinders have removable liners and the heads have hemispherical combustion chambers with inclined valves operated by twin overhead camshafts driven through a vertical shaft at the rear of the engine. The valves are operated direct from the camshafts through big thimbles which enclose the double valve springs. There is a single downdraught carburettor fed by a fuel pump driven from the inlet camshaft and the engine lubrication system includes a large external filter.

In unit with the engine is a four-speed Cotal electrically controlled epicyclic gear box, but a conventional transmission with twin-plate dry clutch and synchromesh gear box is available as an alternative. The drive is taken initially through a short open propeller-shaft and then through a torque tube to the spiral bevel rear axle.

The chassis conforms with modern thought while retaining traditional Salmson features. The frame has box section side members joined by tubular cross members and front suspension is independent, with wishbones of unequal length, the lower pair being splined to longitudinal torsion bars. Rear suspension is rather unusual, employing cantilever leaf springs in conjunction with an anti-roll bar which passes through one of the tubular chassis cross members. The brakes are Bendix, with Lockheed hydraulic operation.

The chassis has a relatively long wheelbase which allows space for roomy coachwork, but with a maximum power output of 71 b.h.p. in a car weighing just over 26 cwt there is promise of a good performance, and a maximum speed in the region of 85 m.p.h. is claimed, using the 4.08 to 1 axle. Fuel consumption is quoted as 22 m.p.g. when driven hard.

Before the war, Salmson cars were manufactured in England by the British Salmson company, but there is at present no intention of resuming manufacture on this side of the Channel, and the sole concession for the French-built cars for Great Britain, Eire, Australia and New Zealand has been granted to Connaught Engineering, of Portsmouth Road, Send, Surrey.

SPECIFICATION

Engine.—4 cyl, 82 x 105 mm (2,248 c.c.), inclined overhead valves, twin o.h.c. chain driven. Compression ratio, 6.5 to 1; 71 b.h.p. at 4,000 r.p.m. Maximum torque, 108 lb ft at 2,800 r.p.m.

Transmission.—4-speed Cotal-Maag electrically operated epicyclic gear box in unit with engine; steering column control. Short open propeller-shaft, torque tube rear end. Spiral bevel final drive. Overall gear ratios: top, 4.08; third, 6.0; second, 8.87 and first, 13.08 to 1. Alternative axle ratio, 4.45 to 1. Optional alternative twin-plate clutch with synchromesh gear box.

Suspension.—Double wishbones and longitudinal torsion bars front; cantilever leaf springs with rigid axle and anti-roll bar rear. Telescopic dampers at front; piston type rear.

Steering.—Rack and pinion.

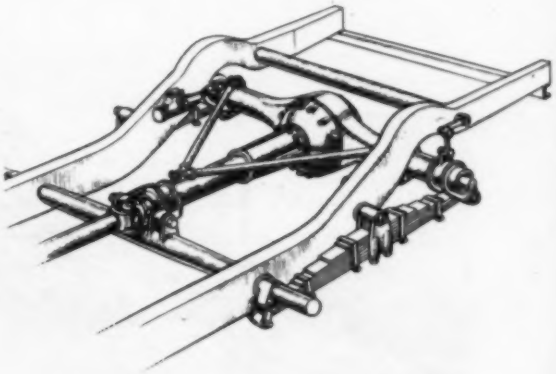
Brakes.—Bendix-Lockheed hydraulic on all four wheels.

Wheels and Tyres.—Bolt-on steel artillery wheels with 6.00-16in tyres.

Electrical Equipment.—12-volt. Battery and coil ignition.

Main Dimensions.—Wheelbase, 9ft $10\frac{7}{8}$in. Track, 4ft 6in front, 4ft 7in rear. Overall length 16ft $1\frac{1}{2}$in; width 5ft $8\frac{5}{16}$in; height 5ft. Weight, 2,970 lb (approx).

Performance Data.—53.7 b.h.p. per ton; 19.8 m.p.h. per 1,000 r.p.m. on top.



A schematic sketch showing the layout of the Salmson rear suspension with cantilever spring and an anti-roll bar passing through the chassis cross member. A propeller-shaft transmits power to a short torque tube drive with a trunnion carried on the tubular cross member, which also supports the front ends of the cantilever springs.

Berber convicts clearing April snow on the military road over the 9,300ft Tizi Tissili n'Imenaine pass.

AN ECONOMICAL HOLIDAY

MOTORING

by COLIN WYATT

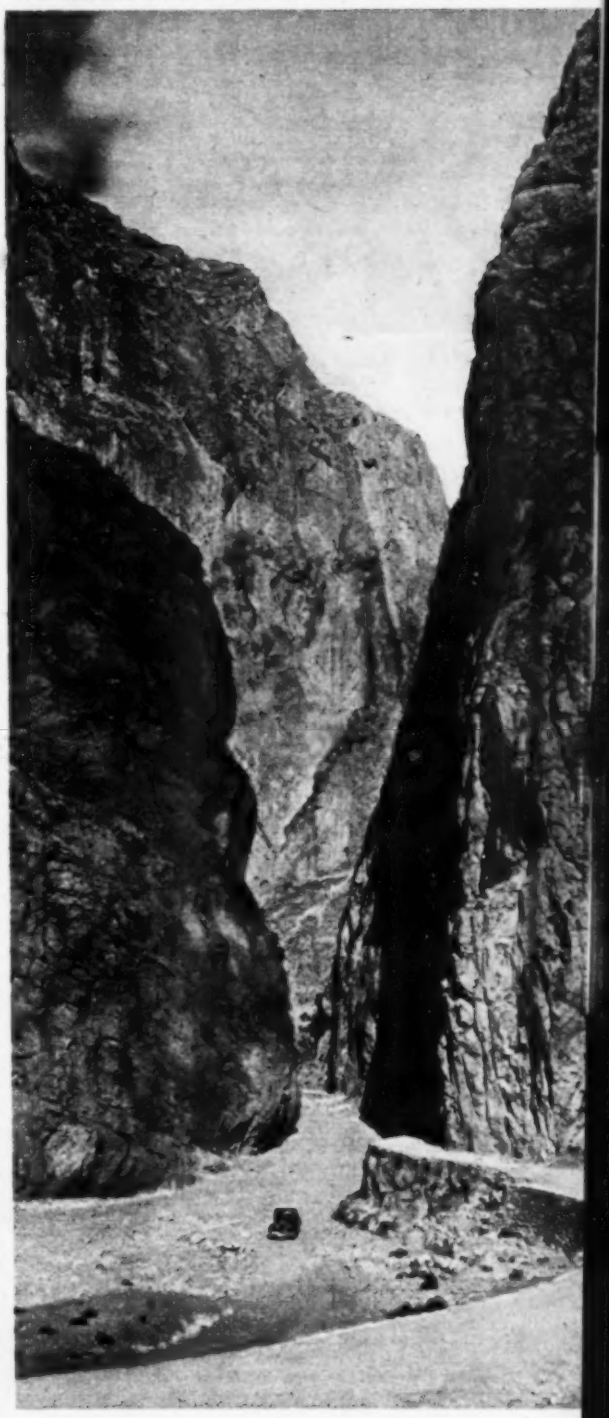
IF you want a really novel and exciting holiday, try Morocco. North Africa is nothing like as far away as it sounds, for it is only two and a half days by very comfortable steamer from Marseilles to Casablanca, while if you want to be really luxurious you can ship your car direct from London and fly out to meet it. Freight either way is much the same, from about £14 to £20 according to size. Alternatively you can drive to Gibraltar and cross to Tangiers in three hours on the car-ferry for £4.

Morocco is one of the most fascinating countries I have ever visited. It is a land of amazing contrasts, from ancient Arab cities with wonderful architecture, to red mud villages built in terraces on the sides of precipitous mountains—from the flower covered fields of the Mediterranean landscape north of the Atlas, and the wonderful glades of the great cedar forests of the Middle Atlas, to the stark but beautiful desert country on the edge of the Sahara. The French have constructed a magnificent system of tarred arterial highways that connect all the principal cities and beauty spots, one of which crosses the 8,000ft Tizi n'Tichka pass to the desert in the High Atlas, while almost equally fine and well-maintained dirt roads cross the Middle Atlas plateau to the far south and traverse the lovely valleys of cedar forests. Even in the desert itself the main military highways are quite good, although some of them tend to be rather corrugated and may become impassable after storms.

Living is very cheap and petrol costs less than anywhere in Europe, about 2s a gallon in the north and 3s in the

Morocco is a land of ancient fortified towns and castles.

In camp at Rissani, in the heart of the Tafilet oasis. Right: In the tremendous Todra gorges. The road had been washed away and the river bed was used as a road.



IN A COUNTRY OF CONTRASTS

in MOROCCO

desert. Food rationing is unknown and the local wines are excellent; a quart bottle of *fine vin rosé* costs 10d and a good meal in a small restaurant, including a nice steak, costs from 2s to 5s. Good accommodation, almost invariably with running water, can be had for 2s 6d to 10s a night in all but the very few luxury hotels.

Last summer I covered about 4,000 miles in Morocco, going over the Middle Atlas and right down to the Tafilet Oasis in the Sahara, to the east, and then following the edge of the desert, where the snowy peaks of the High Atlas fringe the northern horizon, through the Anti-Atlas Mountains over very wild military tracks and then down to the Mauretanian desert on the borders of Spanish Rio de Oro to the west. Thence up the Atlantic coast to Agadir and inland across the 7,000ft Tizi n'Test pass in the High Atlas to Marrakech, after which I explored the various cities of the north and the wilder parts of the Middle Atlas. My car was a standard 1940 Vauxhall Fourteen, and except for getting my starter filled with sand three times in the desert, one broken rear spring, and two punctures, I had no trouble at all. I carried two two-gallon drums of water, which were essential, and an emergency tin of oil which I never used. Although petrol pumps are far apart in the wilder parts I was never in danger of running dry, and I never worried about breakdowns since the Automobile Club of Morocco has installed emergency telephones every ten miles or so in the wilder parts, while buses or trucks travel over almost all major roads daily, so one can always get help or send a message.

From Casablanca one drives in three or four hours over a first-class highway to Marrakech, the famous "Red City" at the foot of the High Atlas. Here, on the great square of Djemâa el Fna, are the snake-charmers and the itinerant musicians, surrounded by a kaleidoscopic crowd in flowing robes of all colours; tall bearded Arabs with great curved daggers, mysterious veiled women with flashing dark eyes, and tough shaven-headed Berber tribesmen from the mountains. Opening off it are the shady alleys of the "Souks," the markets where you haggle for wonderful carpets and leatherwork. The red, crenellated ramparts of Marrakech are 14 miles in circumference, enclosing olive groves and date palmeries as well as the city; outside the walls are some large, modern swimming-pools, situated in shady gardens, to which one can drive on hot afternoons. In an hour and a half from Marrakech one can drive to Asni, 4,000ft up in the High Atlas mountains, where the hillsides

Ancient walls guard the city of Fez.
This is the gate of the Kasbah Filala.

MOTORING in MOROCCO : continued

in spring are blue with lavender and the air scented with rosemary, and then up a wild dirt road for 12 miles to Imelil, a picturesque Berber village at the very foot of the majestic Toubkal, 13,744ft, the highest mountain in North Africa.

From Marrakech I drove to Rabat and then on to Meknes and Fez, the two finest historical cities of Morocco. From Meknes a good road leads out to the holy city of Moulay Idriss, picturesquely situated high in a valley of the Zerhoun Mountains, a place of pilgrimage where lies a descendant of the Prophet. Later on I drove up the fine tarred road that takes one from Meknes to Ifrane (in an hour), the hill station of Morocco, 6,000ft up in the magnificent forests of giant cedars. Here one might almost be in the Alps—cool, clear streams, green forest glades spangled with alpine flowers, a crisp air and refreshingly cool nights. There are several excellent hotels, and an enormous swimming-pool.

I drove on over the 6,000ft plateau of the Middle Atlas and for miles across its undulating expanse of hills and old, cedar-crowned volcanic cones; through the Gorge of Foum Kreneg, where the river is full of big trout, to the Lake of Sidi Ali, crystal clear in a cirque of high hills, where there is an excellent tourist hotel, and on to the 6,500ft Col de Zad. Here the tarred road ends, but a good dirt road carries on, excellently graded and maintained, down to Midelt at the foot of the 12,000ft snow-capped Ayachi Mountains. To go to Midelt and beyond a French military permit must be obtained to enter what is called the "Zone of Insecurity"; this is quickly granted at Meknes or Fez and its main purpose is to ensure that no unsuitable vehicles go through to the desert and then get into difficulties.

After Midelt the road climbs a wild pass and drops to the first great fortress villages of the south. Soon it plunges into the gorges of the Ziz River, and for some thirty miles winds down a deep ravine betwen barren mountainsides of weirdly stratified red, ochre, or lilac rock that rise for thousands of feet on either hand. Farther on it widens and a narrow ribbon of date palms borders the road. At last you emerge from the hills and before you lies the vast red expanse of the desert stretching out to the horizon. Five miles away rise the ramparts of Ksar-es-Souk, one of the most important outposts of the Foreign Legion.

Here I took the road that leads due south to the Tafilet Oasis, 100 miles away, pausing after 20 miles to visit the Oasis of Meski, hidden below 200ft cliffs in a rocky hollow in the desert. In this lovely spot a spring gushes out into a huge, clear pool of vivid blue water, beneath the shade of the palms. After this the road became very rough, and when I reached the sand-dunes near Erfoud the sand had blown across it, necessitating a detour marked by two rows of stones over the desert. Here my papers were checked by an armed native levy before I was allowed to proceed on to Rissani, in the heart of the Tafilet Oasis. It was market-day, and the walled square was filled with camels, and tribesmen who had come in from the desert to buy fruit and fodder and the fine green, glazed pottery made here.

Once back at Ksar-es-Souk I drove westwards through the oasis of Goulmina to Tinerhir, where there is a good hotel. The road was serviceable but very rough, in places just marked by a double row of stones. Tinerhir is a large, straggling oasis along the Todra River, which emerges from wild gorges and loses itself in the sands. A track leads into the gorges, in places fording the river and following its stony bed; for half a mile there was just room for the car on the shingle beside the torrent, while sheer cliffs rose to over a thousand feet on either side.

After Tinerhir the desert proper is left behind and one drives along a fantastic fairy-story valley dotted with pink castles. In one fortress village a bride was being escorted to her wedding, clad in magnificent robes and barbaric jewellery, and riding a white horse; twelve handmaidens in two rows walked behind her singing, and the young men danced in front shooting off antique Arab rifles. I passed Boumalne, where there is a *cantine* that has primitive but clean bedrooms, and on to Ouarzazate. This is an important military post with a fine hotel, and the terminus of the finest scenic road across the High Atlas, tarred throughout, that leads over the 8,000ft Tizi n'Tichka pass from Marrakech. Now for the real wilds, up to Tazenakht and through the Anti-Atlas Mountains into the fertile Souss valley where the other trans-Atlas road from Marrakech is finally joined, not far from Taroudannt. For three days I never saw another vehicle, and only an occasional camel.

Red Ramparts

Taroudannt is a lovely town, with ten miles of red, castellated ramparts and fine gardens; it has one semi-luxury and one small hotel, for it is a recognized tourist resort; the Souss valley is the only part of Morocco south of the Atlas where no military permits are required. I was glad to get on to a tarred road again, after the rough tracks where often for hours I never dared exceed 10 or 15 m.p.h., and I followed the valley down to the port of Agadir on the Atlantic coast, with its lovely three-mile beach of white sand where the big breakers come rolling in. There are several good hotels in this holiday resort.

Shortly, I set off again south into the "Zone of Insecurity," first to Tiznit and then into the southern Anti-Atlas to Tafraout, an oasis 3,000 feet up in a valley of gigantic granite boulders, many of them 300 feet high, among which the yellow houses are built, looking like villages of cave-dwellers. Although the roads are very rough, a small and very comfortable rest-house has just been built here, complete with swimming-pool and shady garden. Taking a track which has about one military Jeep over it per week, I finally came to Goulmina on the edge of the Mauretanian desert, in time for the great camel market of the Blue Men, a fierce tribe of nomads of the Bedouin type. At night I went with them to be entertained by the Blue Dancers, girls who dance on their knees to the rhythm of drums and barbaric chanting.

Although the desert country may sound frightening, it need have no terrors for reasonably experienced drivers. On the main routes one can get water every twenty miles or so, and oil and petrol every forty or fifty. An Arab bus passes every day, one way or another, so it is impossible to become stranded.

And so I returned to Agadir and over the Tizi n'Test pass to Marrakech and Rabat, and thence across the appalling roads of Spanish Morocco to Tangiers, where I shipped the car to Gibraltar. Once back in Europe I browsed slowly home through Spain, where, coming from Morocco, I found it much easier to appreciate fully the Moorish influence in the cities of Andalusia. The Spanish countryside is very lovely, but I found that even the main north-south Madrid highway could not compare with the excellent main roads in French Morocco, while the side roads were incomparably worse than even the desert tracks.

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DEVELOPMENTS:

New Safety Tube Survives Mile-a-Minute Burst on Steel Spikes

TEST CAR DRAWS TO SMOOTH CONTROLLED STOP

★ Test driver Jack Moore made run after run while his tyres were purposely exploded by dynamite caps and burst by 3" spikes. Each time Lifeguard Safety Tubes carried his car to a straight, smooth, controlled stop. ★

A REPORT ON THE FIRST PUBLIC DEMONSTRATION OF THE GOODYEAR COMPANY'S NEW LIFEGUARD SAFETY TUBE

Recently, at a Midland aerodrome, a bold and unusual demonstration was staged. Witnessed by Chief Inspectors of Police and Motoring Correspondents, an ordinary saloon car was driven over 3" steel spikes at speeds varying from 30 to 75 m.p.h. Each time the velocity of the impact holed the casing of the tyre as well as the outer tube, but no damage was done to the vital inner tube. And, not once was there any difficulty experienced in controlling the car.

These tests were repeated with dynamite caps fitted to the tyre wall in place of spikes. But the story remained the same. Even though the driver kept his hands off the steering wheel during the explosion, there was no lurch or swerve. A slight bump was all that signified the exploding of the tyre, and the car was brought to a safe, controlled stop, some quarter of a mile further down the runway. And, after the car returned to the base, plenty of air remained in the safety inner tube.

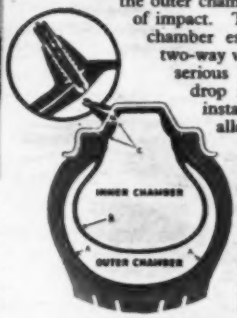
Over these 3" steel spikes the test-car raced again and again at speeds as high as 75 m.p.h.

Each time, despite damage to tyre casing and tube wall, Lifeguard's inner safety tube remained untouched.

The occasion was the official public testing of the Goodyear Tyre & Rubber Company's unique twin-chamber Lifeguard Safety Tube. And the verdict was unanimous — this is a great new contribution to road safety that will save many lives.

The Lifeguard consists of a normal rubber tube (A), a strong 2-ply fabric inner tube (B), and a patented 2-way valve (C). Air is pumped through valve, and inflates the inner and outer chambers simultaneously. The 2-way valve also acts as a pressure equalising vent, through which air can pass between the two chambers. Because pressure is equal in both chambers the free-floating inner tube moves clean away from any sharp object that may pierce the outer tube.

Should a tyre burst occur, the result is that the air in the outer chamber is released at the moment of impact. The reserve of air in the inner chamber escapes gradually through the two-way valve to give an effect no more serious than a slow leak. The axle drop is so slight that there is no instability and no danger of swerve, allowing the car to be brought to a gradual straight stop, in complete safety. The wheel should be changed immediately in the usual manner, to prevent needless damage to the tyre.



But, most important — Lifeguard saves lives! In more than a thousand tests it has never failed.

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Wharton's Cooper in the middle of an "S" turn.

Record for Wharton

FASTEST BY FAR AT BOULEY BAY, JERSEY

KEN WHARTON all but won the 1951 R.A.C. British Hill-climb Championship at the Jersey M.C. and L.C.C.'s Bouley Bay hill-climb on July 26; and although he has not actually won he has done enough to be certain that he cannot lose. The worst that can happen now, from his point of view, is that Dennis Poore will win the two remaining events and tie with him for the 1951 honours.

Wharton stole nearly all the picture at Bouley Bay. It had got round among the populace that he intended to win in order to get the championship issue settled as far as possible. What is more, the knowledgeable—and they do know their motor sport in Jersey—knew very well that, barring unforeseen happenings, he could. His performance in 1950 was still well remembered.

Not a soul was surprised when he clocked 54.6 sec in practice, and although, according to Ken, the car was not functioning as it should, he went a shade better on his first official run to put up a new time of 54.2 sec—a very nice piece off his previous record of 55.4 sec. That settled Bouley Bay hill-climb for 1951.

The Jersey meeting enjoys a limited entry. Limited by the fact that it takes time and money to transport a car to the island, the cost being out of all proportion to the return one can get for the trouble, unless one happens to be in the top flight or, maybe, looking for a few days' holiday. So Jersey's visiting competitors are usually the stars, and they, with the keen local lads (most of whom make up by their knowledge of the hill what they lack in expensive machinery) provide a comfortable entry which can be accommodated between lunch and high tea. Here one does not sit, or stand, whilst an interminable string of drivers wend their way up the incline, but enjoys the fun, short and very sweet, sitting in glorious sunshine tempered with breezes from the blue sea in the bay below. Even if a competitor, one can take a dip between runs as a refresher.

After a couple of hours' practice before lunch, the meeting opened with a handful of very capable motor cyclists, all local lads, performing wonders on the acute hairpins of the hill.

The motor cyclists having had their fun, the sports cars followed with four local M.G.s, which put up nice times for cars which serve their owners as runabouts in the daily grind, J. Le Gallais being the quickest of the quartet with 69.8 sec. An Austin Atlantic and a Healey Silverstone then came up with little improvement on the times.

Three local XK120s provided glamour and set a pace for George Hendry's Ford V8 sports model which the Edinburgh driver could not emulate. Bob Sangan, popular president of the local club, proved that his cream Jaguar has speed as well as good looks by performing in 65.8 sec.

Lawrence Bond opened the racing car classes with his 500 c.c. car. He had brought it all the way from Lancashire to find himself classed with cars up to 1,000 c.c. for lack of opposition of equal rating. This pitted him against Wharton, but all the same Bond had a nice run in 61.6 sec, which made even the powerful sports cars look slow.

Ken Wharton then electrified the huge holiday crowd which covered the slopes overlooking the hill. From the start it was obvious that he was travelling quickly. As he approached the formidable Radio Corner it is doubtful if one of the six thousand spectators thought he had any hope of getting round; but he did. Before the gasp from the crowd died away he was round the last bend and over the line. Then came the time—54.2 sec, which surely must stand for a very long time.

It seemed that the issue was settled, which indeed it proved to be. A few local specials seemed to be crawling after that. Peter Collins found his gear box all adrift as he came to the line and had to retire; a pity, as Peter had done a couple of good runs in practice. S. Logan, the local record-holder, brightened up the proceedings with a good run in his 1,100 c.c. Cooper to return 56.6 sec. The rest of the competitors, including Sydney Allard, Dennis Poore and Frank Le Gallais, may have been awed by Wharton's performance, or perhaps they tried too hard, but they could not equal their own previous best times. So Wharton collected the top prize, all the honour and glory, and ten very valuable points in the 1951 Championship.

RESULTS

Sports cars.—Under 1,500 c.c.: 1, M.G. (J. Le Gallais), 69.8s; 2, M.G. (T. J. Hodgskin), 73.8s; 3, M.G. (W. Jocelyn), 75.6s.

1,501 to 3,000 c.c.: 1, Healey Silverstone (C. Juste), 69.0s; 2, Austin (R. Varney), 74.6s.

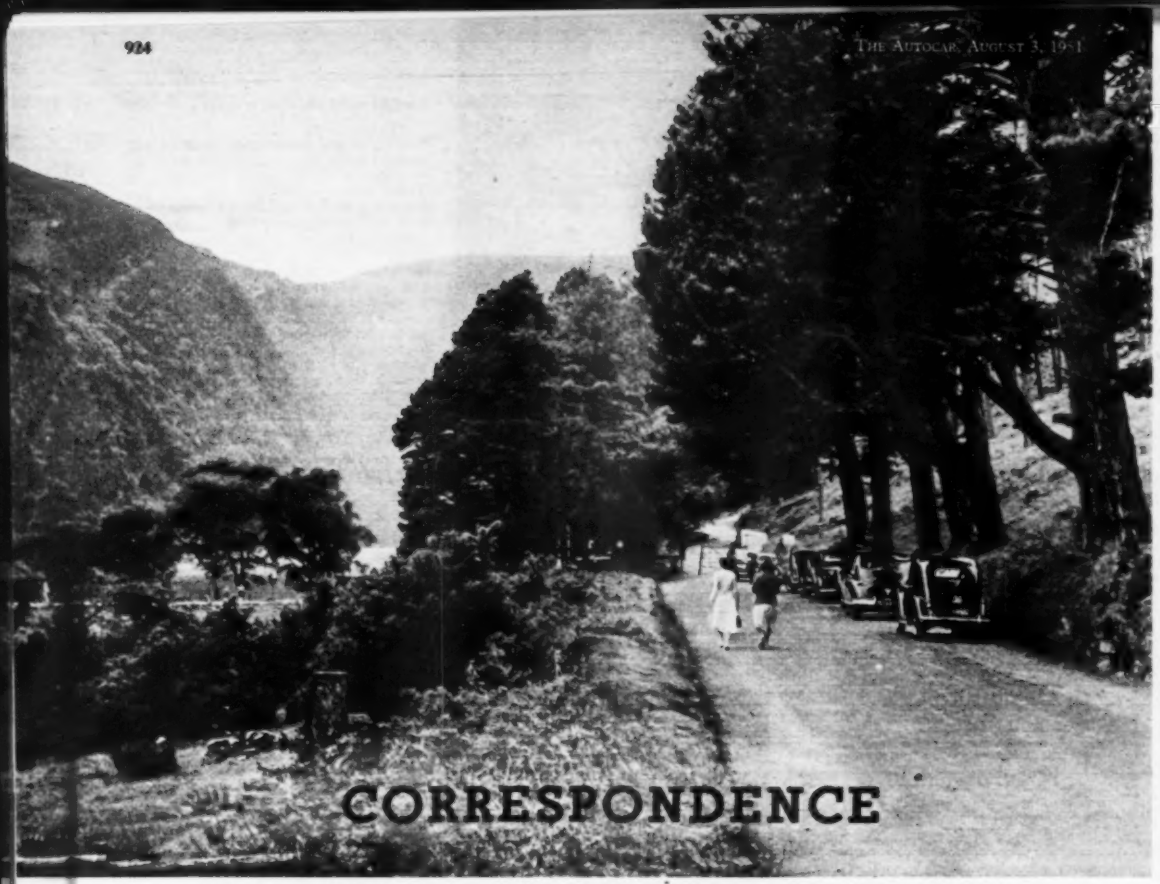
Over 3,000 c.c.: 1, Jaguar XK120 (R. L. Sangan), 65.8s; 2, Jaguar XK120 (A. Owen), 67.2s; 3, Jaguar XK120 (S. G. Oilley), 68.6s; 4, Ford (G. Hendry), 69.2s.

Racing cars.—Under 1,000 c.c.: 1, Cooper (K. Wharton), 54.2s; 2, Cooper (J. D. Poingdestre), 60.4s; 3, Bond (L. Bond), 61.6s.

1,001 to 2,000 c.c.: 1, Cooper (S. Logan), 56.6s; 2, M.G. Spl (P. C. Norman), 64.0s; 3, V.M. Spl (R. J. H. Foster), 67.2s.

Over 2,000 c.c.: 1, Alfa Romeo (R. D. Poore), 52.3s; 2, Allard (S. H. Allard), 57.2s; 3, Le Gallais Spl (F. Le Gallais), 59.8s; 4, Lanford (G. L. Aspland), 61.8s; 5, Skinner Spl (J. Derricourt), 62.6s; 6, Le Tourneur Spl (W. E. Knight), 64.4s; 7, Chevrolet Spl (R. Gervel), 72.0s.

Though running with a 500 c.c. engine, L. Bond was third in the 1,000 c.c. racing class. The finishing line is in the top right-hand corner of the picture.



CORRESPONDENCE

Lakeside scenery in Glendalough, County Wicklow, Eire, considered to be one of the loveliest spots in the district.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

ON THE TRACK

Too Many People in the Pits ?

[63534.]—Your "pit scene, mid-race" (page 840, July 20) makes me wonder just how many more people can be crowded into this vital area; surely this sample must be about the lot.

I seem to remember officials remonstrating with an Italian mechanic who ventured a short distance from his pit during last year's Grand Prix d'Europe. This crowding of pit areas may lead to serious accidents; a driver is apparently left very little safety margin when coming in. Also, a fire during refuelling would cause a scattering of these crowds, possibly into the path of passing cars. Some stricter control must surely be applied. G. C. A. WILLOUGHBY.

London, S.E.9.

UNWELCOME ATTENTION

Screen Description Provides a Remedy !

[63535.]—I am in complete sympathy with The Scribe in his experiences with police patrols (July 20). A similar experience befell me a few months ago on a main road outside Glasgow where I was peremptorily ordered to stop by two police officers in a 2½-litre Riley. However, the officers were genuine enthusiasts and I had a very interesting and instructive conversation with them. My own car is a special, built round a 1½-litre B.M.W., and is of somewhat striking appearance.

Unfortunately, these policemen were not the only people who have shown interest in the car. Shortly after the above encounter, I went to collect the car from a private parking place and found that an attempt had been made to open the bonnet. As this was locked, some bright spark had used something like a tyre-lever, and had tried to force the bonnet open. The lock held, but one of the front mudguards received a bad dent.

Taking the charitable view that the perpetrators were interested persons, rather than deliberate vandals or aspiring car thieves, I stuck a short description of the engine on the windscreen. This seems to have done the trick as the car has been unmolested for five months. CHARLES A. MOODIE.

Glasgow, S.W.1.

PARKING

Motorists Who Will Not Use Facilities

[63536.]—I have read with interest Mr. E. M. Wagner's admirable dissertation on the question of the parking of motor vehicles [63524]. Why, however, blame local authorities for all the congestion which is caused by stationary cars—mainly private cars? I live in a town where much has been done to provide parking places. At some a small charge is made, rightly or wrongly. At others no charge is made. In spite of this I have no hesitation in saying that on any day of the week (possibly excepting early closing day and Sunday) you will find more cars parked in the narrow streets of Canterbury than in all the car parks put together. I think that private motorists are more to blame in this respect than are the majority of local authorities. The average motorist is too lazy, or too weary, to walk a few yards from a car park to his, or her, destination.

Local authorities make one-way streets for the benefit of motorists and the private motorist promptly turns one side of that street into a car park. I own and drive a car but I never leave it unattended in a public street anywhere, unless that

CORRESPONDENCE . . . . . continued

street is officially set aside as a parking place. I am not a local councillor.

Since Mr. Wagner has mentioned the railways, do the trains put passengers down on their doorsteps? Are those who ride in buses, perhaps because they cannot afford a car, dropped at the door of the premises they wish to enter?

I do not suggest that every local authority has done all that could be done, but even where they have, the motorist just refuses to co-operate.

Why should any authority spend vast sums of public money in providing car parks when the very people for whom they are provided flatly refuse to use them and then think they have been badly treated by the local magistrates if they are fined for obstruction?

Put the blame where it belongs, Mr. Wagner.

Canterbury. C. J. CORNFORD.

LE MANS

Are the Regulations Too "Easy"?

[63537.]—Just a belated appreciation of your very excellent report of the Le Mans race. This race is always of major interest to those who are real enthusiasts. This makes it all the more of a mystery why the race seems to have been boycotted alike by the Press and the B.B.C.! In contrast with the previous year, it seemed to be almost impossible for one to obtain any real news of its progress while actually being run!

I do feel, however, that the scrutineers who are responsible for accepting entries are becoming increasingly lax, and that the race is becoming something quite different from that originally intended, namely, an endurance race for standard production cars (sports or otherwise) which can be bought in the ordinary way by any motorist (funds and other considerations permitting) and which have the ordinary comforts and amenities to make them suitable for everyday use.

In my opinion, some of the cars entered were very thinly disguised racing cars, almost Grand Prix stuff. A. MORGAN.

Liverpool, 15.

RACING QUESTION

Where Does the G.P. Car Score?

[63538.]—Having followed the sport of motor racing on both road and track with keen interest since 1903 I should very much like the answer to the question that follows. But, before I ask it, I would like to offer my heartiest congratulations to all concerned with the B.R.M. on the grand demonstration of high-speed reliability put up at Silverstone by the two practically untested cars entered in the British G.P. May that success mean that the car's "teething troubles" are over at last, and may it be the forerunner of great successes in the future.

Having said that, I now want to ask: "What is the object of spending hundreds of thousands of pounds on these over-developed and temperamental out-and-out racing cars, when, apparently, practically the same performance, and considerably more reliability, are being obtained at a fraction of the expense by standard sports cars as sold to members of the public rich enough and lucky enough to be able to buy them?"

Here is my argument. An unblown 4½-litre Ferrari G.P. single-seater racing car won the British G.P. at Silverstone over a 2 miles, 1,564 yard, circuit, on a disused aerodrome perimeter track, the race totalling 259 miles, at a speed of 96.11 m.p.h., its fastest lap in the race itself being a fraction over 99 m.p.h.; the second car was a 1½-litre two-stage supercharged G.P. Alfa Romeo, which averaged 95.61 m.p.h. for the race. On June 23 and 24, the Le Mans race, competed for over an 8.38-mile circuit *on the public highway*, for 24 hours on end night and day, and *by standard sports cars as sold to the public*, was won by the new standard competition model Jaguar fitted with an unblown engine of 3½-litre capacity, and a two-seater body with full equipment, lights, spare wheel, and so on, at an average speed of 93.5 m.p.h., covering a total distance of 2,244 miles in the process, a sister car doing a full flying lap at no less than 105.24 m.p.h. Here is a brief comparison:

Out-and-out racing cars
Engine (A) 4½-litre unblown, developing 400 b.h.p.
and
(B) 1½-litre blown, developing 400 b.h.p.
Body Single-seater racing.
Distance covered, 259 miles.
Average speed for race (A) 96.11 m.p.h.
(B) 95.61 m.p.h.

Standard sports cars
Engine 3½-litre unblown, developing 200 b.h.p. at 5,800 r.p.m.
Body Two-seater with full touring equipment.
Distance covered 2,244 miles.
Average speed for race, 93.5 m.p.h.

To complete the comparison, at Silverstone cars were replenished and repairs could be done by teams of highly skilled mechanics, whereas in the Le Mans race the regulations specify that *all* replenishments *and* repairs must be carried out by the driver of the car and two mechanics in the pits. Again, at Silverstone pit stops per successful car averaged one for refuelling and tyre change only; at Le Mans the successful cars had many pit stops for the same reasons; yet look at the winner's average—93.5 *m.p.h. for 24 hours and over 2,244 miles*!

I should be most grateful if "Sammy" Davis, and other well-known figures in the racing world of today, would answer my question in your columns. And one other question; namely, would it not be possible to evolve an unblown 4½-litre G.P. car out of this marvellous competition model Jaguar by boring out the cylinders and some judicious "tuning" and possibly lightening, at comparatively very small expense?

One final word—every possible congratulation to Jaguar Cars, Ltd., and to Aston Martin, Ltd., for the truly wonderful results scored by their cars at Le Mans. My beloved 1937 2½-litre Jaguar has been running better than ever since her well-grown sister's successes! E. J. NEEDHAM.

Sunningdale, Berkshire.

CARS FOR EXPORT

British Examples in Alaska

[63539.]—We have a number of British-made cars here. In fact, this firm is a dealer for a goodly part of them. They are as fine as the cars made in the U.S.A. As a matter of fact, they are far superior in a great many ways, although only the persons owning them will admit this. No one wants to admit that his big car cost more and will not perform as well as the little import cars.

Very few of the cars, expensive or otherwise, are put inside here, winter or summer, and the winters can be extremely cold. Then we have the dust and rain to contend with in the summer. At some points on the Highway, between Anchorage and Fairbanks, Alaska, the temperature has gone as low as 79-80 degrees below zero. Very few cars brave the highway at these times, yet there are always the few that do.

Anchorage, Alaska. COTT F. CHRISMAN-OWNER.
North-west Import Auto Service.

POLARIZING SPECTACLES

Reasons for the Patterns Observed

[63540.]—Mr. D. T. Hartley [63509] is perfectly right in connecting the bi-refringence noticed through polarizing spectacles with the stress pattern in toughened glass windscreens. Such spectacles cut out the incident light already polarized in one plane by reflection—either completely or giving a deep purple colour.

On the other hand, a stressed piece of glass put in front of the spectacles will counteract this to a small extent. The light which this will allow through is retarded in proportion to the thickness of the glass and the stress in it. With sunlight this retardation will be apparent by the degree of colour visible; a low stress will be shown by a very pale violet, while a high stress or a thick piece of glass will give more noticeable colours.

Toughened glass should really be called tempered glass as it is formed by chilling the sheet, after soaking at a fairly high temperature, with air jets placed at a pitch of about one inch. The manufacturers use a polarizing apparatus for examining each sheet after this treatment.

London, N.W.2. JAMES C. C. MAYERS,
Clayton Mayers and Co., Ltd

An Explanation from Triplex

[63541.]—Mr. B. Oliver [63458] and Mr. D. T. Hartley [63509] have drawn attention to the light pattern seen when toughened glass is viewed through polarizing spectacles. Their observations differ but both arise from the same causes, the effects varying with different conditions of light, with the degree of polarization given by the spectacles and with the angle at which the glass is observed.

It is generally known that toughened glass is produced by quenching sheets of glass rapidly from red heat by means of numerous jets of air, with the result that, when cold, the surfaces of the glass are in compression and the central part of the glass between them is in tension, these stresses being very high, i.e., of the order of 12,000-15,000 lb per sq in. If they were perfectly uniform in all directions the stressed glass would not have any polarizing effect on light passing through it or deflected by it.

Unfortunately, perfect uniformity is impossible because the

CORRESPONDENCE . . . . . continued

air in a jet strikes the glass at one spot and must leave it at another, and the cooling effect at these two spots will not be quite the same. Whilst in all cases the jets are in constant motion to minimize the effect of this difference, there do remain slight variations of stress on the surfaces of the glass and it is these variations which have a polarizing effect and give rise to the light patterns referred to by your correspondents. These differences, however, are quite minute compared with the main stresses themselves.

The causes of the pattern seen by reflected light outside the car are the same in principle, but in this case it is seen without polarizing spectacles when the light reflected by the glass has come from the northern sky, daylight from that direction always being, itself, more or less polarized. H. W. BAKER,

Birmingham. Triplex Safety Glass Co., Ltd.

BED-SITTERS

Easy Conversion of an Austin A.40

[63542.]—Your article "A Morris Bed-sitter" (July 20) prompts me to describe to you how my wife and I enjoy a similar conversion (but without any structural alteration) to our Austin A.40.

First, the small catch which prevents each front seat from being completely withdrawn from the runners is unscrewed and, also, the two screws which hold the back cushion of the rear seat are withdrawn from within the locker.

Both front seats are then withdrawn from the runners and placed sideways with the back of each seat resting against the centre door pillar. The front seats are now in the centre of the car facing each other (they do not quite meet at the centre).

Next, the bottom cushion of the rear seat is removed and placed on the floor between the front seats and the pedals, thick edge towards the rear. Then the back cushion of the rear seat is placed in the position vacated by the bottom cushion. The reason for this exchange is that the original bottom cushion is too high at the front and forms a ridge.

This whole operation takes less than five minutes after the first attempt and results in a very comfortable bed for two.

I am over six feet in height and can stretch out in comfort, something which cannot be said of some hotel beds.

Bishopbriggs, Lanarkshire. J. C. FORBES.

DIPSTICK v. FLOAT

An Important Advantage of the Stick

[63543.]—The dipstick v. float-operated pointer has figured much in your Correspondence columns. Although a less elegant device to indicate the sump oil level, the dipstick enables the owner to note the condition of the lubricant. Manufacturers' instruction manuals give the mileage between changes of crankcase oil, but these would be accepted with reserve by the careful owner. The conditions under which a car operates play a very important part in determining when a change should be made.

Most motorists desirous of prolonging the life of their engines would drain the sump should the lubricant discolour and darken. To them the dipstick is a very valuable indicator and would not be frowned upon. M. MADANAGOPAL.

Shiyali, S. India.

FRONT WHEEL DRIVE

Causes of Under- and Oversteer

[63544.]—The mathematical considerations of Mr. P. Richardson [63522] on f.w.d. cornering are quite correct theoretically—unfortunately, he omits to mention that his considerations must assume a "theoretically" rigid tyre!

If slip angle were dependent only upon centrifugal force and torque, as he would have us believe, then altering front tyre pressures and using harder or softer walled tyres would have no effect upon under- or oversteering characteristics—which is, of course, completely fallacious.

It is a well-known and experienced fact that decreasing the pressures of front tyres will tend to give understeer and, similarly, decreasing pressures of the back tyres will tend to give oversteer. Also, under given conditions, the substitution of a softer-walled tyre on the front will tend to give understeer and, on the back, oversteer.

The explanation is that slip angle is largely a function of the side deflection of the tyre—low pressures and soft walls allow a large deflection, high pressures and hard walls allow much less deflection.

Now, to understand why a f.w.d. car understeers with the power on, and oversteers on the overrun, consider what happens to the front tyres on cornering. With the power on, the side deflection of the tyre owing to centrifugal force is increased by the driving torque and the slip angle increases—hence understeer. Shut the throttle and the torque is reversed, the side deflection is decreased and the slip angle decreases—hence oversteer.

Fleet, Hampshire. G. E. E. TAPP.

NIGHT DRIVING

Is This Ever Taught Properly?

[63545.]—Now that I have at least bestirred myself to write to you I should like to make a comment in agreement with The Scribe's recent remarks on night driving standards.

I think it is agreed that the average standard of night driving is poor. If this be doubted ask any long-distance road haulier and then duck quickly!

The fault must, I feel, lie in some measure with the driving schools. How many, I wonder, include night driving in their programme? How many even include lectures on the required technique?

Having had experience in both Service and civilian driving instruction, I would not consider a driver to be competent until he had had adequate night training. I hope I may be proved wrong but it does appear that too many, having passed their test, then go out at night and become not only a possible menace to themselves and other users but are also missing a lot of the enjoyment of driving at night. T. J. PATERSON.

Bournemouth, Hampshire.

ROAD BEHAVIOUR

Deterioration on the Part of Motor Cyclists?

[63546.]—In reply to Mr. Morley Taylor [63494] I would like to point out that it is almost impossible to define which category of road user is the worst behaved or the more responsible for accidents.

Motor cyclists do not in any way warrant special praise for their general behaviour these days, although before the war they were undoubtedly amongst the more considerate and helpful people on the roads. However, their standard of riding has now deteriorated to an unwelcome level, and they spare little or no thought as to the result of their actions.

A typical example often experienced is that of a pair of riders deciding to overtake a slower car by the simple process of one passing either side, generally in a low gear. This, it must be agreed, is calculated to be unnerving, to say nothing of the dangers involved.

I feel it is more than regrettable that the present-day riders do so little to uphold the undoubted excellence of their machines, as the post-war achievements of British motor cycles are more than praiseworthy, their having shown the flag (or what is left of it) in all corners of the world. JOHN HOLMES.

Ilford, Essex.

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"PRIVATE ENTRY"

Night start from Marseilles. The author is at the wheel while his colleague, Dr. Lillicrap, occupies the navigation seat.

A DOCTOR-OWNER'S STORY OF HIS EFFORT IN THE ALPINE TRIAL OF 1951 : HOW THE CAR STOOD IT

IT might be of interest to the ordinary Javelin owner to hear the experiences of another ordinary Javelin owner who has used his car both for his profession and for family conveyance, and also for competition. In the course of my profession this car has completed 50,000 miles. When I decided to enter for "the Alpine" of 1951 it was only because of reasonable wear and tear that a reconditioned engine was installed in this car and the extra precaution taken of fitting an oil cooler. Alfin brake drums, by Wellworthy, were added. The degree of tune obtained was by close attention to the standard tuning notes issued by Jowett Cars, Ltd., maintaining the standard compression ratio of 7.2 to 1.

Beyond these modifications the car was standard, maintained by an ordinary Jowett agent; but in the course of its life scrupulous care had been taken to ensure that the lubrication was as advised by the manufacturers. The tyres were standard Michelin 5.25-16, and the oil used was the grade of Mobiloil advised by the manufacturers. The brakes were the standard fully hydraulic Girling.

It was clear from the beginning that the Javelin could maintain time only if it kept its full reliability, for, as the enlightened will know, the Alpine this year was run to a 30-minute time limit which precluded any possibility of mechanical adjustment whatsoever, unless of a minor character, or unless the car was fast enough to maintain schedule time completely. Many readers will have no doubt been over the passes—Galibier, Iseran, Izoard, St. Bernard, Stelvio, Falzarego, Pordoi, and many others, but to contemplate an average of nearly 35 m.p.h. over these passes, which rise to a height of nearly 9,000ft, is beyond the ordinary realms of the family motorist; let me state quite clearly that the Alpine is the great test, *la grande épreuve*, of the touring car. No other test has yet been devised which gives such assurance to the ordinary motorist of the reliability of his car.

Not unnaturally, in the extremely severe tests, I lost considerable time, but the maximum loss at any stage was 16 minutes, and that on the Stelvio after an 18-minute stop at a railway crossing at the base of the pass. I was fortunate enough to be able to make up two minutes in the Javelin over this climb, the speed of the climb being surpassed in the class only by two Jowett Jupiters and two H.R.G.s. But, unfortunately, I could not make up the heavy loss caused by the long wait. It was possible for other competitors in low-built sports cars to pass *under* the horizontal bars of this railway crossing, whereas the Javelin was too high.

Hot Stuff

The car on its *autostrade* speed test easily maintained its average for 120 miles, although the outside temperature was over 105 deg in the shade and a certain amount of time was lost between Bolzano and Cortina d'Ampezzo, again owing to road delays and traffic lights.

In the fifth day of the trial, a word now, incidentally, much more suitable than "rally" for this event, the sections were extremely "tight" and in the final section of only 100 miles, which included the climbs of Forclaz and the Great St. Bernard, only four minutes were lost. It may not be realized that the principle of driving in the Alpine is to make up time on the downhill grades on the cars of low horse-power. On the uphill grades, with average slopes of about 1 in 8 of 17 to 20 miles, time is bound to be lost, especially as, in the consecutive hairpins, which on climbs like the Stelvio contain as many as ten complete changes of direction in two kilometres, it is impossible for any car in existence to maintain 35 m.p.h. average, and the hairpins bring one down to speeds of 20 m.p.h. or less. It is, therefore, to the great advantage of a car to have enormous reserves of horse-power.

The maximum speed of the Javelin is about 35 m.p.h. in second and 55 m.p.h. in third, whereas some of the biggest cars will exceed 75 m.p.h. in second. Therefore, the only method of making up time on the low horse-power *voitures* is downhill, by means of superlative brakes which are absolutely fade-proof; at any rate, by means of adequate performance by completely fade-proof brakes my average never dropped below the 34 m.p.h. minimum required by the organizers.

On the sixth day the organizers devised a test which I think must stand as the most severe of all time. They timed short sections of 100 miles or less over two passes and to the top of the third, this allowing no possibility of recovery on the downhill section of the third pass; and as a *pièce de résistance* they included the climbs of Glandon, the appalling descent of the Croix de

"Private Entry"

continued

High up on the final stretches of the Galibier Pass.

Feu and then the climb to the top of the Galibier, about two miles of which is an unmade road. The Croix de Feu was further complicated by avalanches which had, in many places, made the road extremely treacherous; yet the Javelin over this section lost only 12 minutes.

The oil was changed once during the trial, the water temperature never exceeded 85 deg, even at the top of the full-throttle climb of the Galibier. Third gear was used for a total of 300 miles and second for 50 miles in a 2,000-mile test. On the ordinary road sections the time was maintained with ease and at the end of the trial five people were brought back from Cannes to Dunkirk in two days, without even bothering to service the car.

The only troubles encountered were a blocked fuel line, which was blown out at a filling station on an ordinary air line and gave no further trouble, and some few vapour blocks on top of the Gross Glockner. The front tyres were changed as a precaution at Innsbruck.

I feel that as a seal on the performance of this car one ought to add that it was second in the class in the final test at Cannes. After all of which I'm afraid DCT 933 will find it rather tame to be back on its rounds in Lincolnshire.

THOMAS SMALLHORN.

Post-Alpine Road Impressions

AFTER the successful run in the Alpine Trial, DCT 933 was handed over to a member of *The Autocar* staff to see just how an ordinary production car had stood up to the very strenuous operating conditions.

Inside the car the cockpit had been "doctored" in a strictly operational way. To prevent dazzle, the top of the facia, the steering wheel, and, in fact, all parts that could cause reflection in the windscreen, had been painted a dull black, while lighting on extra instruments (ammeter and oil pressure) was cleverly shielded, again to prevent screen reflections.

From cold, the engine was a little difficult to start, firing almost at once but requiring several applications of the button before it would continue to run. Once warm, the engine ran evenly, with tick-over speed perhaps a little faster than usual. All controls were functioning well, although the free movement on clutch and brake pedals suggested that slight adjustment was required, but no more than would be needed after an equivalent distance of normal motoring. The engine felt very lively and had none of the "tiredness" that often follows competition work; it was flexible, would pull well, and there was only a very slight tendency to pink at low speed on a gradient.

The Javelin descending the final mountain pass before reaching Chamonix for a well-earned day's rest.

The steering column gear change mechanism (the Javelin is fitted with one of the best of its kind) was still light and very positive, with absolutely no lost motion. Rather more noise than usual came from the indirect gears, especially on the overrun, although the axle was very quiet. In top gear the car purred along in a very smooth manner—it is the sort of car that wants to go places, and gets there very quickly, too. The Javelin held the road well; the steering, light and positive, had that extra sense of control provided by a slight, yet definite understeer, which enabled the car to be positioned in a way that inspires confidence. A certain amount of squeal came from the right-hand front wheel, even at quite modest speeds on sharp corners. The ride in both front and rear seats was good and the shock absorbers were still up to their job.

Apart from the few minor adjustments mentioned the car was in very good condition and will no doubt continue to give its owner many thousands of miles of economical high speed motoring. The Javelin is a first-rate car judged by any standards.

IN THE ENGINE

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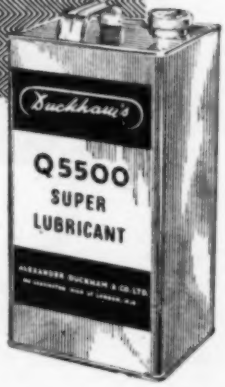

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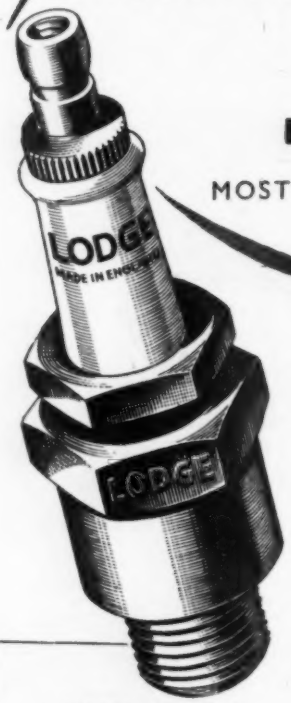

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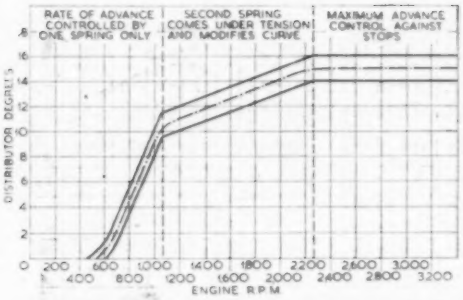
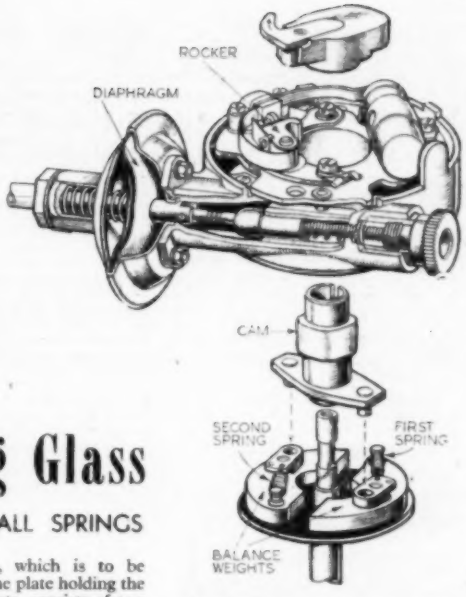


Fig. 1. The chain dotted line shows the ideal ignition advance curve for an engine as determined by brake test methods. The two solid lines show the amount of error permissible above and below the ideal position. This gives a certain amount of tolerance that is necessary for commercial manufacture.



An exploded view of the Lucas centrifugal and vacuum advance distributor.

Under the Magnifying Glass

1: THE DIAPHRAGM AND THE TWO SMALL SPRINGS

The article on this page is the first of a series designed to familiarize owners with the basic principles and detail working of their cars. The modern car is now so intricate that a great deal of knowledge is required before the owner can claim that he knows "all about cars", but it is hoped that this series will help him along the road to complete knowledge. The articles will be published at such intervals as space requirements dictate.

ORIGINALLY the position or distance before top dead centre at which an engine began to fire was controlled by a hand lever (often fitted to the centre of the steering column), and skill was required to maintain this lever in the best position, depending on the engine load and speed.

As cars became more popular and drivers perhaps less skilful, it was felt that some form of automatic control over the ignition point was required. This brought about what is known today as the centrifugal advance mechanism on the distributor.

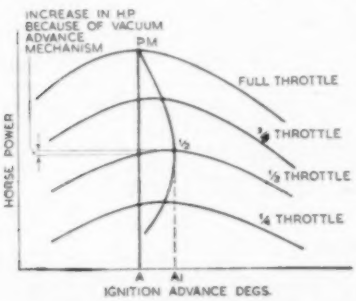


Fig. 2. The effect of a vacuum advance ignition modification at various throttle openings.

This mechanism, which is to be found underneath the plate holding the contact-breaker points, consists of two balance weights and two small springs, driven by the distributor shaft. As the centrifugal force is increased, or decreased, owing to a change in engine speed, so is the ignition advanced and retarded.

However, things are not quite so simple as this, as it is found that the amount of advance required from, say, 400 to 1,000 r.p.m. is not directly proportionate to the amount required over a similar speed range from 1,200 to 1,800 revs. To overcome this difficulty two springs are fitted which may have different rates and often different initial loading points. To find out what setting is required it is usual to mount the engine on a test bed and fit it with manually controlled ignition. The engine is then tested over its entire speed range and at intervals of, say, 100 r.p.m. the ignition is adjusted by hand so that the engine produces its greatest power. All these settings are then carefully plotted and the ideal ignition setting over the entire speed range can be ascertained. This ideal curve is shown in figure 1.

At this stage of development the distributor manufacturer arranges the centrifugal advance mechanism in such a way that it will correspond almost exactly to the ideal setting without the use of a hand control. It can be seen that, in the particular case of figure 1, the first spring controls the movement of the distributor rotor for speeds up to 1,050 r.p.m., and at this speed all the free movement has been removed from the second spring. This spring modifies the mechanism further, following the second part of the ideal curve, until a speed of 2,280 r.p.m. is reached, when the balance weights come up against limit stops.

Centrifugal mechanism provides variation proportionate to engine revolutions at full load, but it does not provide any variation relative to part throttle loading. However, it is possible to arrange this by means of a vacuum unit which modifies the advance curve, not in proportion to the engine revs but in accordance with the manifold depression or suction acting on a diaphragm.

A small hole is drilled in the atmospheric side of the carburettor. With the throttle closed the hole is open to the atmosphere and does not cause any movement of the diaphragm. When the throttle is partly open the manifold depression will cause movement of the diaphragm, and in consequence the ignition will be advanced, but further opening of the throttle will reduce the depression (the bigger the hole, the easier the air entry!), and consequently will allow the diaphragm to return to atmospheric or free position.

The effect of this ignition modification on engine performance is perhaps better shown graphically in figure 2. Point PM shows the point of advance required for maximum power at full load, while point ½ on the line PM-A, shows that at the same engine r.p.m. at half-throttle, greater advance is required for maximum power. This means, then, that for a given amount of power required a smaller part throttle opening can be used.

R.

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Tourer	6–1,991	4	76	2,688	½-E.	½-E.	15 4	5 7	11½	1,098	1,758 6 0	—
ALLARD P.1 saloon	8–3,622	3	85	3,199	I.C.	Tr.,½-E	15 9	5 9	17½	1,050	1,634 16 8	22/9/50
J.2	8–3,917	3	140	2,006	I.C.	C.	12 4	5 8	22	1,100	1,712 12 4	—
K.2	8–3,622	3	95	2,632	I.C.	Tr.,½-E.	14 0	5 9	17½	999	1,555 10 0	—
ALVIS 3-litre	6–2,993	4	83	3,192	I.C.	½-E.	15 2½	5 6	14½	1,250	1,945 18 10	—
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Sports tourer	6–2,993	4	95	2,912	I.C.	½-E.	15 2½	5 6	14½	1,250	1,945 18 10	—
ARMSTRONG SIDDELEY												
Hurricane	6–2,309	4	75	3,115	I.Tor	½-E.	15 6	5 8	12	1,025	1,595 18 11	—
Whitley	6–2,309	4	75	3,150	I.Tor.	½-E.	15 5	5 8	12	1,045	1,627 1 1	—
Lancaster	6–2,309	4	75	3,220	I.Tor.	½-E.	15 7½	5 8	12	1,045	1,627 1 1	—
Limousine	6–2,309	4	75	3,785	I.Tor	½-E.	16 3	5 10	12	1,425	2,218 3 4	—
ASTON MARTIN												
D.B.2 saloon	6–2,580	4	105	2,454	I.C.	C	13 6½	5 5	19	1,750	2,723 14 5	17/11/50
D.H. coupé	6–2,580	4	105	2,451	I.C.	C	13 6½	5 5	19	1,850	2,879 5 7	—
AUSTIN A.40 saloon	4–1,200	4	40	2,128	I.C.	½-E.	12 9½	5 1	6½	420	654 16 8	19/5/50
A.40 sports	4–1,200	4	46	—	I.C.	½-E.	13 3½	5 3½	6½	525	818 3 4	18/6/51
A.70 saloon	4–2,199	4	68	2,800	I.C.	½-E.	13 7½	5 6½	12½	577	899 1 2	23/3/51
A.70 coupé	4–2,199	4	68	—	I.C.	½-E.	13 7½	5 6½	12½	720	1,121 10 0	—
A.90 sports saloon	4–2,660	4	88	2,996	I.C.	½-E.	14 9½	5 10	12½	845	1,315 18 10	16/2/51
A.125 saloon	6–3,995	4	—	4,158	I.C.	½-E.	16 0	6 1	16	1,340	2,085 18 10	7/5/48
A.125 limousine	6–3,995	4	—	—	I.C.	½-E.	16 0	6 1	16	1,470	2,288 3 4	—
A.135 saloon	6–3,995	4	130	4,340	I.C.	½-E.	16 0½	6 0½	16	1,625	2,529 5 6	4/11/49
A.135 limousine	6–3,995	4	130	—	I.C.	½-E.	16 0½	6 0½	16	1,750	2,723 14 6	—
BENTLEY 4½-lit. chassis	6–4,257	4	—	—	I.C.	½-E.	—	—	18	2,145	3,338 3 4	—
Steel saloon	6–4,257	4	—	4,088	I.C.	½-E.	16 0	5 11	18	2,875	4,473 14 5	21/4/50
Sports saloon	6–4,257	4	—	—	I.C.	½-E.	—	—	18	3,820	5,943 14 5	—
D.H. coupé	6–4,257	4	—	—	I.C.	½-E.	—	—	18	3,845	5,982 12 3	—
BRISTOL Type 401	6–1,971	4	85	2,630	I.Tr.	Tor.	15 11½	5 7	17	2,095	3,260 7 10	—
CITROEN Light 15	4–1,911	3	55.7	2,352	I.Tor.	Tor.	14 5	5 5½	10	685	1,067 1 2	21/5/48
Six-cylinder	6–2,866	3	76	2,912	I.Tor.	Tor.	15 9	5 10	15	980	1,525 18 11	30/12/49
CONNAUGHT L.3	4–1,767	4	107	2,128	I.Tor.	½-E.	12 3½	4 11½	15	1,090	1,613 10 0	—
DAIMLER 2½ chassis	6–2,522	4	—	—	I.C.	½-E.	—	—	—	1,065	—	—
Consort	6–2,522	4	70	3,472	I.C.	½-E.	15 2	5 4½	14	1,380	2,148 3 4	16/6/50
Special Sports	6–2,522	4	85	3,584	I.C.	½-E.	15 6½	5 4½	14	1,775	2,762 12 2	12/5/50
Straight Eight	8–5,460	4	150	5,908	I.C.	½-E.	18 6	6 1½	20	3,370	5,243 14 6	—
DELLOW Sports	4–1,172	3	30.1	2,260	Tr.	½-E.	11 6	4 6	15	497	774 12 2	—
FORD Anglia	4–933	3	23.4	1,636	Tr.	Tr.	12 8½	4 8½	7	280	447 1 2	18/11/49
Prefect	4–1,172	3	30.1	1,808	Tr.	Tr.	12 11½	4 8½	7	335	522 12 4	23/1/48
Consul	4–1,508	3	47	2,380	I.C.	½-E.	13 8½	5 4	9	425	662 12 4	13/4/51
Zephyr	6–2,262	3	68	2,618	I.C.	½-E.	14 3½	5 4	9	487	759 1 2	—
FRAZER NASH												
Le Mans Replica	6–1,971	4	120	1,484	I.Tr.	Tor.	11 9	4 10	20	1,750	2,723 14 6	—
Mille Miglia	6–1,971	4	120	1,624	I.Tr.	Tor.	12 6	4 10	15	1,950	3,034 16 8	—
Cabriolet	6–1,971	4	120	2,212	I.Tr.	Tor.	13 8	5 4	14	2,100	3,268 3 4	—
HEALEY 2.4 chassis	4–2,443	4	104	—	I.C.	C	—	—	—	850	—	—
Tickford saloon	4–2,443	4	104	—	I.C.	C.	14 8	5 5	15	1,480	2,303 14 4	—
Abbott D.H. coupé	4–2,443	4	104	—	I.C.	C.	14 8	5 5	15	1,500	2,334 16 8	—
Nash-Healey	6–3,848	3	140	2,268	I.C.	C.	14 6	5 6	18	Export only		—
HILLMAN MINX	4–1,265	4	37.5	1,995	I.C.	½-E.	13 1½	5 2	7	425	662 12 2	2/12/49
Convertible	4–1,265	4	37.5	—	I.C.	½-E.	13 1½	5 2	7	505	787 1 2	—
Estate car	4–1,265	4	37.5	—	I.C.	½-E.	13 8	5 2	7	495	771 10 0	—
H.R.G. 1100 two-seater	4–1,074	4	44	1,512	½-E.	½-E.	11 11	4 11	10	820	1,277 1 2	—
1½-litre	4–1,496	4	61	1,624	½-E.	½-E.	12 2	4 11	10	895	1,393 14 6	—
HUMBER Hawk	4–2,267	4	58	2,870	I.C.	½-E.	14 6	5 10	10	665	1,035 18 10	29/12/50
Super Snipe	6–4,086	4	100	3,843	I.Tr.	½-E.	15 7½	6 2½	15	945	1,471 10 0	16/3/51
Super Snipe limousine	6–4,086	4	100	—	I.Tr.	½-E.	15 10½	6 2½	15	1,020	1,588 3 4	—
Pullman limousine	6–4,086	4	100	4,466	I.Tr.	½-E.	17 6½	6 2½	15	1,475	2,295 18 10	—
Imperial saloon	6–4,086	4	100	4,438	I.Tr.	½-E.	17 7½	6 2½	15	1,475	2,295 18 10	21/10/49

Make and Model	No. of Cyls. and Capacity	Gears	B.H.P.	Weight (Dry)	Suspension F.	Suspension R.	Overall Length	Overall Width	Tank Capy.	List Price	Total with Purchase Tax	Latest Road Test
	c.c.			lb.			ft. in.	ft. in.	Gal.	£	£ s. d.	
JAGUAR 3½ Mark V	6–3,485	4	125	3,696	I.Tor.	½-E.	15 7½	5 9½	15	988	1,538 7 9	8/7/49
D.H. coupé	6–3,485	4	125	3,696	I.Tor.	½-E.	15 7½	5 9½	15	988	1,538 7 9	—
Mark VII	6–3,442	4	160	—	I.Tor.	½-E.	16 4½	6 1½	17	998	1,553 18 11	—
XK120 Sports	6–3,442	4	160	2,744	I.Tor.	½-E.	14 5½	5 2	15	988	1,538 7 9	14/4/50
F.H. coupé	6–3,442	4	160	—	I.Tor.	½-E.	14 5	5 2	15	Export only		—
JENSEN Interceptor	6–3,993	4	130	2,800	I.C.	½-E.	15 3	5 6	13	1,450	2,257 1 0	—
4-litre	6–3,993	4	130	3,560	I.C.	C.	16 5	5 10	19	2,076	3,230 16 8	—
JOWETT Javelin	4–1,486	4	50	2,290	I.Tor.	Tor.	14 0	5 0½	8	635	989 5 6	29/6/51
Javelin Jupiter	4–1,486	4	60.5	1,624	I.Tor.	Tor.	13 7	5 2	10	875	1,362 12 2	1/12/50
LAGONDA 2½-litre	6–2,580	4	105	3,223	I.C.	I.Tor.	15 8	5 8	19	2,250	3,501 10 0	11/11/49
Coupé	6–2,580	4	105	3,185	I.C.	I.Tor.	15 8	5 8	19	2,325	3,618 3 4	2/3/51
LANCHESTER Fourteen	4–1,968	4	60	3,136	I.Tor.	½-E.	14 5	5 6½	15	895	1,393 14 6	—
LEA-FRANCIS 14	4–1,767	4	65	2,828	I.Tor.	½-E.	15 1	5 4	11	1,130	1,759 5 6	—
Estate car	4–1,767	4	65	2,828	I.Tor.	½-E.	15 1	5 4	11	1,010	1,572 12 2	—
14-70	4–1,767	4	70	2,800	I.Tor.	½-E.	15 1	5 4	11	1,330	2,070 7 10	—
Eighteen	4–2,496	4	95	3,024	I.Tor.	½-E.	15 1	5 4	15	1,380	2,148 3 4	—
2½-litre Sports	4–2,496	4	100	2,576	I.Tor.	½-E.	14 0	5 4	15	1,140	1,774 16 8	9/7/48
MARAUDER Sports	6–2,103	4	80	2,575	I.C.	½-E.	13 10	5 6	11½	999	1,666 10 0	22/6/51
M.G. TD Midget	4–1,250	4	54	2,072	I.C.	½-E.	12 1	4 10½	12½	470	732 12 3	20/1/50
1½-litre	4–1,250	4	46	2,144	I.C.	½-E.	13 5	4 11	8	565	880 7 9	3/8/51
MORGAN two-seater	4–2,088	4	68	1,680	I.C.	½-E.	11 8	4 8	11	510	794 16 8	—
Four-seater	4–2,088	4	68	1,736	I.C.	½-E.	11 10	4 8	11	525	818 3 4	—
D.H. coupé	4–2,088	4	68	1,792	I.C.	½-E.	11 10	4 8	11	565	880 7 9	—
MORRIS Minor	4– 919	4	27.5	1,736	I.Tor.	½-E.	12 4	5 1	5	333	519 10 0	26/11/48
Four-door saloon	4– 919	4	27.5	—	I.Tor.	½-E.	12 4	5 1	5	365	569 5 7	4/5/51
Tourer	4– 919	4	27.5	—	I.Tor.	½-E.	12 4	5 1	5	333	519 10 0	30/6/50
Oxford	4–1,476	4	41	2,296	I.Tor.	½-E.	13 11	5 5	9	448	698 7 9	25/8/50
Six	6–2,214	4	70	2,800	I.Tor.	½-E.	14 9	5 6	12	562	875 14 6	28/4/50
PARAMOUNT												
Coupé	4–1,172	3	—	1,736	I.Tr.	½-E.	13 10	5 6	8	575	895 9 5	—
Roadster	4–1,172	3	—	1,680	I.Tr.	½-E.	13 3	5 6	8	498	776 1 8	—
RENAULT	4–748	3	19	1,232	I.C.	I.C.	11 10	4 8½	6	430	689 10 0	10/2/50
RILEY 1½-litre	4–1,496	4	55	2,716	I.Tor.	½-E.	14 11	5 3½	12½	750	1,168 3 4	10/10/47
2½-litre	4–2,443	4	100	3,220	I.Tor.	½-E.	15 6	5 3½	12½	958	1,491 14 4	25/2/49
ROLLS-ROYCE												
Silver Wraith chassis	6–4,257	4	—	—	I.C.	½-E.	—	—	18	2,195	3,415 18 10	—
Saloon (Park Ward)	6–4,257	4	—	—	I.C.	½-E.	—	—	18	3,900	6,068 3 4	—
Sedanca (Mulliner)	6–4,257	4	—	—	I.C.	½-E.	—	—	18	4,015	6,387 1 1	9/12/49
Limousine (Mulliner)	6–4,257	4	—	—	I.C.	½-E.	—	—	18	4,280	6,659 5 7	—
Limousine (Hooper)	6–4,257	4	—	—	I.C.	½-E.	—	—	18	4,145	6,449 5 7	—
Silver Dawn	6–4,257	4	—	—	I.C.	½-E.	—	—	18	Export only		—
ROVER 75	6–2,103	4	75	3,083	I.C.	½-E.	14 10½	5 5½	11½	910	1,417 1 2	14/7/50
SINGER Nine Roadster	4–1,074	4	36	1,736	I.C.	½-E.	12 6	4 8	7	485	755 18 11	14/10/49
S.M.1500 saloon	4–1,497	4	50	2,520	I.C.	½-E.	14 6	5 3	10	675	1,051 10 0	10/6/49
STANDARD Vanguard	4–2,088	3	68	2,492	I.C.	½-E.	13 10	5 9	15	550	857 1 2	15/12/50
Estate car	4–2,088	3	68	2,492	I.C.	½-E.	13 10	5 9	15	605	942 12 2	—
SUNBEAM-T. 90	4–2,267	4	70	2,779	I.C.	½-E.	13 11½	5 2½	10	820	1,277 0 2	23/2/51
Convertible	4–2,267	4	70	2,779	I.C.	½-E.	13 11½	5 2½	10	875	1,362 12 2	—
TRIUMPH Mayflower	4–1,247	3	38	1,988	I.C.	½-E.	13 0	5 2	9	420	654 16 8	5/1/51
Renown	4–2,088	3	68	2,576	I.C.	½-E.	14 10	5 4	15	825	1,284 16 8	24/2/50
Roadster	4–2,088	3	71	2,562	I.C.	½-E.	13 10	5 10	12	975	1,518 3 4	—
VAUXHALL Wyvern	4–1,442	3	35	2,098	I.Tor.	½-E.	13 8½	5 2	10	415	647 1 3	14/1/49
Velox	6–2,275	3	58	2,278	I.Tor.	½-E.	13 8½	5 2	10	470	732 14 2	24/3/50
WOLSELEY Four Fifty	4–1,476	4	50	2,660	I.Tor.	½-E.	14 2	5 6	9	580	903 14 6	25/5/51
Six Eighty	6–2,215	4	72	2,884	I.Tor.	½-E.	14 9	5 6	12	635	989 5 7	28/7/50

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

WELL, the first full-scale German G.P. to be held since the palmy days of Mercedes-Benz and Auto-Union has come and gone, and a very fine race it was. Ferrari almost deserved to lose it, as their pitwork was not nearly so good as usual; in fact, during the refuelling of Gonzalez' car, the mechanic whose duties include throwing a canful of water over the tail of the car to wash off spilt fuel, started to perform this operation while the enormous filler was still open. The chief mechanic just hit him in time to divert his aim, and the water landed on the surrounding personnel instead.

But Alfa Romeo certainly did not deserve to win; there was almost a defeatist air about their camp at times, and an unwonted air of indecision. Not to have decided earlier on the axle ratio and tyre size was a cardinal error; the ratios were changed twice, in spite of Fangio's definite statement as to which ratio he considered correct, and the mechanics literally were on the verge of a strike during the Saturday afternoon. As it was, they had to work all through that night. After trying several drivers during practice, it was finally decided to give the fourth car to Pietsch; so late was this decision that he got only three laps of practice—not much for your first taste of 400 b.h.p., however well you know the course! He then slid off the road during the race, and can hardly be blamed for it.

One thing is certain: Alfa Romeo will have to do some very hard thinking before the Italian G.P. at Monza in September. The days of their easy supremacy in Grand Prix racing are over for the present, at least; yet the cars still give more power than those of their rivals, and many successes can still be theirs.

IT is now officially confirmed that the R.A.C. Tourist Trophy race will be run again this year on the Dundrod circuit near Belfast, on Saturday, September 15. The duration of the race will be approximately four hours, and it will be run on a handicap basis of credit laps, plus time allowances where appropriate. The cars will be divided for this purpose into the following classes; 1,100 c.c., 1,500 c.c., 2,000 c.c., 3,000 c.c., and unlimited; first, second and third place awards of £100 plus a trophy, £50 and £30; will be made in each class, the handicap winner receiving the Tourist Trophy (to be held for one year) and £500. Other awards are: £100 for the car covering the greatest distance, and £100 plus the S.M.M.T. Team Trophy for the team of three cars of the same make with the best aggregate handicap performance.

Cars must be standard catalogued models of which at least ten must have been produced for sale; only certain minor modifications are permitted, and the fuel for the race will have an octane rating of 80. All enquiries to the Secretary, Royal Automobile Club, Pall Mall, London, S.W.1.

REGULATIONS are now out for the next race meeting at Boreham, to be run by the West Essex club on Saturday, August 11. Events will include those for supercharged and unsupercharged sports cars, racing cars (500 c.c., formula 2 and *formule libre*), and a separate race for XK120 Jaguars only. The *Daily Mail* is putting up two fifty-guinea cups to be won outright, and for three racing car events the prize money will be £100 for the winner, £50 for second place, £25 for third, and £10 for fourth. The events will be run over 15 laps (racing cars), 10 laps (XK120s), and 7 laps (sports) of the 3-mile circuit. Entries will close on August 7; it is a national event. Secretary of the meeting is G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex, to whom all enquiries should be sent.

BANK holidays, it seems, are an excuse for a veritable epidemic of motor sporting events, and this week-end is no exception, giving *me* no holiday at all—unless you count the inevitable "busman" side of the argument which is sure to be raised. To begin with, Saturday, August 4, is notable for the fact that the West Hants and Dorset Car Club will be running their race meeting at Ibsley. 118 different cars have been entered, including a squad of "five-hundreds," Frazer Nashes (T. A. D. Crook is responsible for one), R. D. Poore's Alfa Romeo, the Lagonda of J. Goodhew, A. P. R. Rolt's Delage Special, the Connaughts of J. Lyons, K. H. Downing and Kenneth McAlpine, two Jaguar XK120s, two Morgans, entered by J. M. Sparrowe, G. A. Ruddock's H.R.G., and two E.R.A.s. Five seven-lap races for sports cars will be run, and two five-lap heats in which a large entry (including the Cooper-Nortons of J. N. Cooper, K. N. Carter, A. E. Brown and E. Brandon) will compete for the 15-lap final. Also in the programme is a 20-lap race for racing cars over 500 c.c. Ibsley circuit measures

COMING SHORTLY

AUGUST 3.—Cornwall Vintage C.C. Monthly meeting, Red Lion, St. Columb Major, 8 p.m.

4.—**West Hants and Dorset C.C. Ibsley car race meeting, Ibsley, near Ringwood, Hampshire; first race 12.30 p.m.**

5.—**Comminges Grand Prix, France.**

5.—**Freiburg - Schauinsland hill - climb, Germany.**

5.—Morgan 4-4 Club. First road rally, starting Beech Hotel, main Derby-Burton road, 1 mile from Burton, 2.30 p.m.

6.—**Half-litre C.C. Race meeting, Brands Hatch, near Farningham, Kent; first race, 1.30 p.m.**

6.—Berkhamsted M.C. and C.C. Speed trials, Tewin Water, 12 noon.

6.—Southsea M.C. August Gymkhana, Southsea Common, 2.30 p.m.

6.—Nottingham S.C.C. Race meeting, Gamston Aerodrome; first race, 2 p.m.

6.—West Cornwall M.C. Trengwainton speed hill-climb, 2.30 p.m.

8.—Alvis Register. Social evening, Albert Hotel, Kingston Hill, Kingston-on-Thames, 7.30 p.m.

11.—**Ulster A.C. Hill-climb, Craigantlet.**

11.—**West Essex C.C. Race meeting, Boreham Airfield, Chelmsford; first race, 1.30 p.m.**

11.—Southsea M.C. Members' day speed trials, Goodwood Circuit, 1.30 p.m.

11.—**Senigallia race, Italy.**

11-12.—Sunbeam Register. Weekend rally, Driving tests, and concours d'élégance, starting Wolverhampton, finishing in West Park.

12.—North-West London M.C. Annual gymkhana, Redhill Aerodrome, near Redhill, Surrey, 11.30 a.m.

12.—Gosport A.C. Annual Rally, Jewry Street Public Car Park, Winchester, 9.45 a.m.

12.—**Bayard hill-climb, France.**

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A.18

1951 INTERNATIONAL SIX-DAY ALPINE TRIAL

Vide "The Times" (Saturday 21st July) ". . . . . and by making the best times in the manœuvring test at the finish, I. Appleyard (Jaguar) and G. Duff (Frazer-Nash) shared the honour of recording the finest performance in the whole rally."

ONCE AGAIN

a privately owned and driven 2-litre Frazer-Nash in the hands of G. Duff and E. Winterbottom confirms the reputation of the marque for outstanding reliability and high performance.

ONE FRAZER-NASH STARTED
WINNER OF THE 2-LITRE CLASS
ALSO
WINNER OF A COUPE DES ALPES
(no marks lost)

Only 10 Alpine Cups awarded of the entire entry of 65 of the finest cars and drivers in Europe—28 finishers.

FRAZER-NASH CARS
ISLEWORTH · MIDDLESEX

THE SPORT . . . . . continued

just two miles and 176 yards per lap. Admission to the course will be free; car park 10s. First race: 12.30 p.m.

Ibsley will be followed by the Half-litre Club's Brands Hatch race meeting on Bank Holiday Monday, in which ten-lap heats will sort out the entry for the two main races of the day, the Open Challenge race, and the *Daily Telegraph* International Challenge Trophy of 40 laps. Including the Coopers of A. B. Rogers, E. Brandon, A. E. Brown, J. N. Cooper, W. J. Whitehouse, the new Parker, entered by B. de Lissa and M. P. A. Baker, L. Leston's J.B.S., and a fleet of D.B.s, Monopolettas and Effyhs from the Continent, the entry totals sixty-eight. The meeting starts at 1.30 p.m.

A good entry, also, has been received by the Berkhamsted M.C. and C.C. for their Tewin Water speed trials, to be run on Monday. Ted Lloyd Jones has entered his 21,000 c.c. Triangle Spl., while at the other end of the scale is Claude Tipper with his diminutive Monaco 500 c.c. machine. The first run—and there will be 85 in all, to be tackled twice over—will be at 12 noon.

The Nottingham Sports Car Club's meeting at Gamston on Monday has a full programme of events for sports and racing cars; the main race of the day—a *formule libre* scratch event run over fifteen laps—is the Andrew Trophy Race. Start of the first race is at 2 p.m.

Also on Monday, starting at 2.30 p.m., the West Cornwall M.C. will be running their Trengwainton speed hill-climb.

THE racing at Croft Aerodrome last Saturday was keenly competitive. There were 23 entries in the *formule libre* race—run over 15 laps of the 2.1-mile circuit—in which G. Tyrer (Frazer Nash-B.M.W.), Frank Curtis, in the Anglo-American Allard-Cadillac, and R. Flockhart (J.P.-Vincent) struggled for the first three places, finally finishing 1-2-3 in the above order, at speeds of 74.02, 73.59 and 73.56 m.p.h. respectively. G. W. Holt's Jaguar XK120 finished fourth. The lap record, previously held by Curtis and Tyrer jointly at 74.64 m.p.h., was raised during the race, by Curtis, to 76.90 m.p.h.

The heat winners for the formula 3 race, which was run in three 10-lap heats and a 20-lap final, were as follows: heat 1, J.B.S. (D. Parker), 69.69 m.p.h.; heat 2, Wasp (E. J. Moor), 69.15 m.p.h.; heat 3, J.B.S. (P. J. Collins), 69.22 m.p.h. The final was an interesting race, fought out between Moor and Dryden from the start; Dryden led until the 18th lap, when he turned completely round, and Moor went in front. Then, trying hard to catch Moor, Dryden struck two marker tubs and buckled his rear right-side wheel, had to slow down, but managed to retain his second place. Peter Collins in a flying lap, trying to make up two laps which he lost in a fuel stoppage, broke the 500 c.c. lap record at 75 m.p.h. *Result*: 1, Wasp (E. J. Moor), 70.97 m.p.h.; 2, J.B.S. (R. M. Dryden), 69.19 m.p.h.; 3, Cooper (A. M. Beardshaw).

NEWS comes from Argentina of its recent Winter Grand Prix, held at the seaside resort of Mar del Plata, over a 1.63-mile circuit, on Sunday, July 8. The main race, for sports cars, was divided into three heats, the times of each car being added together to decide the winner. This calculation, however, produced identical results for the first three finishers, who then indulged in some fine and spirited racing, to the delight of the onlookers, to produce the following result: 1, Alfa Romeo 2.3-litre s (A. J. Schwelm), 46m 48.2s, 62.469 m.p.h.; 2, Maserati 1,974 (C. Lostaló), 48m 21.6s; 3, Cisitalia 1,220 s (R. Bonomi), 49m 32s. *Fastest lap*: Schwelm, 67.740 m.p.h.

LESLIE WILSON, of the Midland Automobile Club, has a limited number of copies of the special souvenir programme, which was published for the 50th anniversary hill-climb at Shelsley Walsh on June 23. These include an illustration of every f.t.d. winner at Gorcot, Sunrising and Shelsley from 1901 to 1950, as well as other details of the history of Shelsley Walsh. They may be obtained, at 1s each, from the M.A.C. Headquarters, 87, Edmund Street, Birmingham, 3.

J. A. C.

IN BRIEF

Champion sparking plugs were used in Ian Appleyard's Jaguar in the Alpine Trial, and also in Godfrey Imhof's Allard and Gott's H.R.G.

Mr. P. H. G. Morgan has been appointed deputy governing director and chairman of the Morgan Motor Co., Ltd., Malvern Link, Worcestershire. He is the son of the governing director, Mr. H. F. S. Morgan, and is a well-known driver of Morgans in sporting events.

The title of the firm previously known as A. C. Wickman, Ltd. of Coventry, machine tool specialists, has now been changed to Wickman, Ltd. The address is unchanged.

The Austin service week which was to take place at Haig's Motor Co., Austin House, Granada Road, Southsea, from September 24-29, has been cancelled. This is a result of damage caused by a recent fire.

In the year ended March 31, Oldham and Son, Ltd. made a profit on trading of £298,895, which was £313,854 with the addition of income from investments (gross), miscellaneous revenue and a subsidiary. Net profit, subject to taxation, was £265,179. A final dividend of 15 per cent on ordinary shares is recommended.

All servicing and stocking of spare parts for Lagonda cars, up to and including 1937 models, is now done by Davies Motors, Ltd., 273, London Road, Staines, Middlesex. Later models will continue to be serviced at the manufacturers' service department.

Connaught Engineering, of Portsmouth Road, Send, Surrey, who are concessionaires for Salmson cars, are also distributors of Saoutchik coachwork which they will be exhibiting at the London Show. In addition, they are responsible for the importation of Porsche and Lago Talbot cars for buyers who have at their disposal suitable foreign currency.

Brigadier the Hon. H. K. M. Kindersley, C.B.E., M.C., has joined the board of directors of Rolls-Royce, Ltd. At an extraordinary general meeting of the company, held on July 24, resolutions were passed increasing the capital to £4,000,000.

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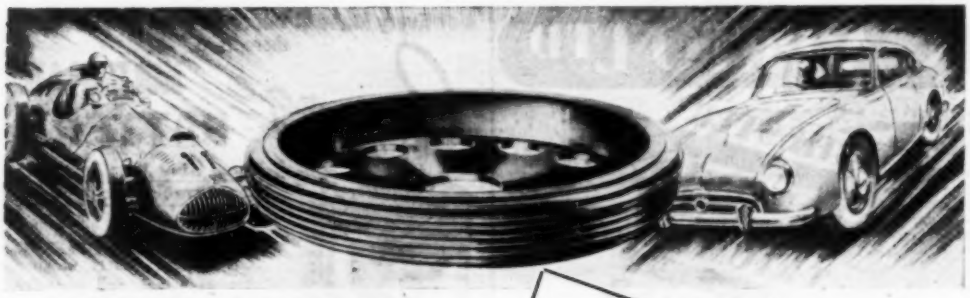

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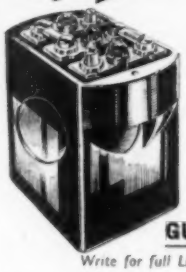

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1950 A.C. sports 5-str., blue, beige leather, 1 owner, 12,000 miles, an extremely attractive car; £1,595.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [8235

1950 (first registered March) A.C. 2-door saloon, 17,000 miles, excellent condition, owner driven; £1,450 or near offer.—B. Gothelf, 59, Moresby Rd., E.5. [7088

195 gns.—A.C. Ace 1936 16/60hp Greyhound sports saloon, black, sliding head, red leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8442

1938 (Nov.) 16/90 A.C. sports 2-seater, engine recently resleeved, new H.C. pistons, cellulosed snow shadow, chromium luggage grid, fitted new Pye radio, Arnott supercharger set available with car, taxed December; £585.—V. W. Derrington, 159, London Rd., Kingston 5621. [6724

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8636

1948 50 A.C. saloons urgently wanted by: Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. [8431

A.C. Spares and Service

CENTRAL MOTORS (BURNLEY), Ltd., A.C. Distributors.—Sales and service; comprehensive stock of spares.—Tel. 3369. [4626

ADLER

CONTINENTAL coupe 10.4hp, with radio and heater, steering column gear shift, taxed for the year, many extras including £80 of essential spares; £265.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Paddington 0289. [8391

ALFA-ROMEO

BARTLETT.—Alfa-Romeo finest selection available; we are always interested buyers.—27a, Pembridge Villas, W.11. [8278

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0062. [9512

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS) Ltd.—Spare and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4403. [9551

ALLARD

OVERSEAS CARS, Ltd.

1947/8 Allard sports tourer, green with grey-green leather; £750.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. 8191

POTTER, RICHARDS & CARR offer

1948 drop head, black, immaculate condition throughout; £825.

KENSINGTON 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [8761

1948 drop head foursome Allard, two-tone blue; £795.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [8177

1949 Allard coupe, black, 19,000 miles; £950.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7934

1950 Allard saloon, black, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 7588. [8252

1948 L. type Allard, small mileage, immaculate grey leather interior, radio, excellent mechanical condition; £750.—Box 3205. [8025

1950 Allard saloon, 9,000 miles black, immaculate condition, £1,350.—Sidney Marius, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [7153

ALLARD

£695.—The best and cheapest offered 1948 Allard sports 2-seater, meticulously maintained, extras worth £65, beautiful condition and never been used for competition work; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [8792

1947 Allard 2-seater sports, colour polychromatic silver, red hide upholstery, recently fitted with Mercury engine, new hood and side curtains, tyres almost new, amazing performance and road holding; £750.—Lansdowne Garage (Leicester), Ltd., East St., Leicester. Tel. 58360. [8830

1947 Allard competition S.C. 2-seater (£10 tax), brand new 30 engine fitted, also Allard twin Solex carbs. and induction, twin elec. pumps and coils, 4-speed gear box, twin telecontrols, high speed axle, five brand new tyres (oversize on rear), new hood and side-screens, one of the fastest unblown Allards in the country; £675; terms, exchanges.—B.S.P., Ltd., 446, Waterloo Rd., Blackpool. Tel. 43253. [8043

1947 Allard 2-seater Model K; this car is in 1951 condition, property of the Allard Motor Co. until 1949, mileage 21,000, colour Allard blue, unscratched, terrific performance, Dunlop racing tyres, tonneau cover; this car has to be seen to be appreciated, a real specimen, taxed year; £725; no offer considered.—Noel Roscoe, Amersham Rd., Chalfont St. Giles, Bucks. Tel. 152. [8667

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ALLARD

BARTLETT.—Allard 1951 standard saloon, latest type coil suspension, radio, heater, 6,000 miles, as new, B.M.T.A. permission to sell; bargain price.—27a, Pembridge Villas, W.11. [8279

Allard Cars Wanted

BARTLETT, the Allard buyers, 27a, Pembridge Villas, W.11. Bayswater 0525. [8285

2-SEATER 46/48; any model considered, condition of coachwork immaterial.—Box 3185. [7956

POTTER, RICHARDS & CARR will buy your Allard.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5453

Allard Spares and Service

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

CYRIL SHEPPARD offers:—

1937 Alvis 20 saloon, black with blue leather, new tyres, outstanding condition; £395.—102, King's Rd., Reading. Tel. Reading 2712. [8615

BROOKLANDS for Individuality.

ALVIS Distributors.—New 3-litre model for demonstration.

ALVIS 14hp cars from 1947, all approved by makers; from £1,050.

1950 Alvis 14hp saloon, black, small mileage.

1949 Alvis 14hp saloon, 14,000 miles; choice of two.

1949 Alvis 14hp drop head 4-seater coupe, grey, small mileage.

1948 Alvis 14hp saloon, black, small mileage.

1948 Alvis 14hp Tickford coupe, grey.

1948 Alvis 14hp utility, special interior finish.

1947 Alvis 14hp standard coupe, green.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [8156

BROADWAY MOTORS, of Bexleyheath, offer:—

1949 Alvis 14 sports saloon, low mileage, finished in grey with brown hide upholstery, radio, one careful owner; £1,275.

BROADWAY MOTORS, 16, Broadway, Bexleyheath, Kent. Tel. Bexleyheath 3591. [7960

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe, grey.

GORDON HOUSE, 575, Euston Rd., London, N.W.1. Euston 6611. [8515

1935 Alvis 20hp Crested Eagle 7-seater saloon, specimen car; £495.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8537

1949 series Alvis 14, first registered Nov., '48, 4-door saloon, small mileage, fitted radio.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [7925

1950 Alvis 14hp sal., 6,500 miles; £1,750.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8844

1939 Alvis saloon, 20hp, taxed and insured, any trial; £725.—Mudge, Clock Garage, 778, High Rd., Tottenham, N.17. [8821

1949 Alvis 14 saloon, 13,000, immaculate; £1,525.—Silverthorne Motors, Ltd., 1,015, Finchley Rd., N.W.11. Meadway 2288. [8425

1938 Alvis Silver Crest saloon, in beautiful condition, black and red, licensed December, locally owned; £495; exchanges.—Charles Whisker, Ltd., Dersingham, Norfolk. Tel. 210. [7304

1948 (March) Alvis, fitted superb folding head 4-seater sports coupe body, black and chromium, dark green leather, bumpers, discs, twin horns, fog lamp, immaculate and imposing car, delightful performance, written guarantee; £1,275; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8634

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1937 Alvis 3½-litre black saloon beige upholstery, recently overhauled, excellent condition, new tyres, licensed till end of year, body by Charlesworth, £550 or near offer.—Fernie, Kingsland, Blakeney, Glos. [8369

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Alvis 4.3 sports saloon, very late 1938 model, one owner, terrific performance, one-shot lubrication, jacks, P.100 lamps, pass lamps, defrosters, etc.—Flaxman 0052, 7253, 7154. [7102

225 gns.—Alvis Firefly, 1934 model, 12hp sports saloon, blue, sliding head, red leather, preselector, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8443

ALVIS Firebird open sports, finished in green, in spotless condition, twin horns, chrome spotlamp, five unworn tyres, body by Cross & Ellis with cutaway sides, one owner since new, full history available, unrepeatable at £465.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. 4162. [6130

£475—1938 Alvis Silver Crest foursome drop head coupe 16.9hp model, a good example of this very valuable and highly prized "quality" car, black with red leather and dark grey mohair hood, outstanding mechanical order with first-rate performance, specially recommended and excellent value for money at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of over 400 cars. Hire purchase. Part exchanges. Fares refunded to purchasers from any part of the country. Free delivery anywhere in the United Kingdom. [8701

ALTON GARAGE, The Alvis People, offer a large and varied selection of Alvis cars for sale; prices vary from £115 for a 1931 12/50 2/4-str., up to £575 for a particularly fine Speed 25 sports saloon, fitted with many extras, built-in radio, etc.; we have representative models here from 1930 to 1939, including Speed 20's, Silver Eagles and Firefly's, and are able to arrange easy terms, insurance and part exchanges in just a few moments; we most gladly attend to telephone and postal enquiries, and callers are always welcomed.—Alton Garage, 17-20, Brook Mews North, Craven Rd., W.2. Paddington 2552. [8193

Alvis Cars Wanted

R

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949—50 Alvis; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

ALVIS 12/70 4-seater coupe or tourer, around 1938. Talbot or similar considered.—Fairfield, 18, Slade Rd., Rugby. [6462

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alvicar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares, G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

AMERICAN CARS

OVERSEAS CARS Ltd.

1947/8 Dodge 25 saloon de luxe, blue, fawn upholstery, 18,000 miles, one owner, perfect; £1,495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8190

SIMPSON'S MOTORS, offer:—

1947 Buick, fitted with radio, heater, whitewall tyres.

1951 Chevrolet fully de luxe, fitted with radio, heater, and all accessories, this year's model.

1949 Chevrolet 2-door saloon, right-hand drive, fitted with heater and seat covers, and blinker system.

1949 Chevrolet 2-door saloon, fitted with heater, seat covers, very low mileage.

1949 (first reg.) Plymouth 2-door sedan, heater, seat covers, left-hand drive, colour beige.

1949 Plymouth 4-door saloon, heater, seat covers, immaculate car, left-hand drive, colour dark blue.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-2. [8137

STUDEBAKER Champion, 1948, cherry red, £10 tax, overdrive, 25mpg, full air conditioning, vast luggage space, 14,000 miles, like new; £1,850.—Potter Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [7756

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, one owner, immaculate.—184, Gt. Portland St., W.1. Museum 1001. [7086

CARR BROS., offer:—

1947 Armstrong 16hp Lancaster, 17,000 miles only, beige cellulose, immaculate, interior luxuriously upholstered, beautiful appearance throughout; an excellent opportunity to buy a luxury car at £600 under list price.—Carr Bros., Purley. Uplands 4812. [8530

TOM GARNER, Ltd., offer:—

1950 Armstrong Siddeley 2.3-litre (18hp) Lancaster saloon, black with brown leather, 3,600 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7986

SIMPSON'S MOTORS, offer:—

1948 Armstrong Siddeley coupe, 4-seater, fitted with radio and heater.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-2. [8136

WARWICK WRIGHT, Ltd., offer:—

1950 Armstrong Siddeley Whitley saloon, black, brown leather, 1,000 miles.

WARWICK WRIGHT, Ltd., New Bond St., W.1. Mayfair 9761. [7735

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (July) Armstrong Siddeley Lancaster, 8,000 miles, £1,950; also 1947 Typhoon, £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6706

HAMTUNE MOTORS, Ltd., Armstrong Siddeley specialists, offer:—

1950 Hurricane d.h. coupe, fawn, beige upholstery, s.c. gears.—Below.

1950 Whitley saloon, black with brown leather upholstery, s/c. gears.—Below.

1947 Hurricane d.h. coupe, grey with blue leather upholstery, synchromesh gears.—Below.

1946 Lancaster saloon, black with brown leather upholstery.—Below.

1938 A.S. 17hp saloon de luxe, grey with red leather upholstery.—Below.

39, Sheep St., Northampton. Tel. 3616. [8240

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8514

£120—Armstrong Siddeley 1934 12hp, in daily use, taxed.—Monarch 2831. [8022

1949 (model) Armstrong Siddeley Lancaster 4-door saloon, black brown leather, heater, 15,000 miles only.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8220

GATEHOUSE offer 1938 Armstrong 17 saloon, excellent condition; £455.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5094

1935 Armstrong 20 7-seater, division, excellent condition, two owners, 41,000 miles; £275.—Whiddett, Dunsfold, Surrey. Dunsfold 286. [6824

1948 Armstrong Lancaster, 30,000 miles, engine completely reconditioned; first fair offer.—90, Brighton Rd., Banstead. Burgh Heath 1520. [8382

1950 Armstrong Whitley, 6,000 miles, colour blue; £1,895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8070

ARMSTRONG Whitley saloon, black, May '50; perfect, maintained entirely by makers, radio, heater, loose covers; £1,790; private sale, no offers.—Swan, 46, Gordon Rd., London, W.5. Perivale 2146. [8319

ARMSTRONG SIDDELEY Lancaster saloon, black, brown upholstery, H.M.V. radio, first registered May, 1949, total mileage 24,014, one owner, tax paid; £1,250.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [8291

1948 Armstrong Hurricane coupe, fitted special Tickford head, blue brown leather, radio, heater, wheel guards, etc., 18,000 miles.—Tickford, Ltd., 9, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [7999

1947 Typhoon saloon, 24,000 miles, colour maroon, spot light, heater, loose covers, immaculate condition, taxed year; £975.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [8681

£795—Armstrong Siddeley 16hp Hurricane foursome drop head coupe, Nov. 1946, dark blue with blue leather, fitted new hood, two very careful owners since new, heater, passlights, etc., moderate mileage.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Write for our post-free catalogue. [8698

1295 gns.—Armstrong Siddeley, April, 1949, Lancaster 4-door saloon, black, sliding head, fawn leather with loose covers, radio, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8444

FOR sale, Armstrong Siddeley saloon, 20hp, 1934, in beautiful condition, stored many years, correct mileage 34,000, any trial or expert examination, can be seen any time, only 1 owner; price £650.—Apply F. E. Jones, Belmore House, Upham, Southampton, Hants. [7900

LIMOUSINE, superlative, small mileage 1938 model, 25hp, streamlined, one owner since new, original spare tyre indicates exceptional condition, original everything; £875.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4604. [5597

A & S Limousines 1938 25hp, partition, widest occasionals, black, exceptional carriages, certified mechanically, choice of two.

1939 Long-17 Double Enclosed, widest occasionals, black, certified mechanically, bargain. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted), Providence Court, Grosvenor Square. May. 2941. [5139

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp Tube). Ham. 6041. [0916

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

ARMSTRONG SIDDELEY Hurricane coupe in good condition urgently wanted.—J. R. Edwards, Ltd., High St., Ruislip 3033-4-5. [0900

Armstrong Siddeley Cars Wanted

R. S. CURRIE & Co., Ltd.—Armstrong Siddeley saloon cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [5728

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for Individuality.

ASTON MARTIN Distributors.—Details of new 2.6-litre demonstration car available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [8197

GLANFIELD LAWRENCE offer:—

1938 2-litre Aston Martin roadster, resprayed in Cambridge blue, new carpets, etc., mechanically perfect, whole car in very nice condition; £675.—407, High Rd., N.12. Finchley 0091. [8716

£385—Le Mans 4-seater, excellent condition, 4,000 miles since rebuild, new tyres.—Box 3245. [8371

ASTON MARTIN 1938 2-litre short chassis 2-4-seater, new hood, recently rebored, excellent condition throughout; £650.—Mead, 9, Summerhill Rd., Clarkston, Glasgow. Tel. Busby 1610. [8032

495 gns.—Aston Martin, 1938 model, 15/98hp 2-litre 4-door sports saloon, black, sliding head, red leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8445

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

CASH immediately for good Aston Martin.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8637

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUSTIN SEVEN

1933 Austin 7 saloon, good runner; £95.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [7315

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1938 model Austin 7hp Ruby de luxe saloon, ash grey, with upholstery to match, above average for year, taxed; £350.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [8209

1938 Austin 7 cabriolet, bargain; £250.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7670

1935 Austin 7 saloon, excellent condition; £205.—Garty, 16, Balham Hill, S.W.12. Bat. 1249. [8366

ROYS AUTOMOBILES, Ltd., offer a superb little sports 2-seater Nippy, like new; £250.—Parkway, N.W.1. Euston 2700. [5719

GATEHOUSE offer Austin Big 7 4-door saloon, in excellent condition; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [8159

1937 Austin 7 cabriolet, maroon; £285, exceptionally smart and attractive; exchanges (highest allowances).—Val-U, 41, Hitchin Rd., Luton, Beds. [7557

1934 Austin 7 saloon, recellulosed, 300 miles since rebore, reason for sale, owner overseas Regular Army; offers over £150.—Tel. Waltham Cross 3044. [8322

£250—1937 Austin 7hp Ruby de luxe saloon, in clean condition, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7773

£220 or by instalments (£110 deposit), 1937 Austin 7 saloon, 3 months written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8522. [8393

265 gns.—Austin 7, 1938 model, Ruby saloon, black, brown leather, one owner, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8446

AUSTIN Big 7, 1939, 4-door sun saloon de luxe, recently fitted reconditioned maker's engine, new battery, good set of tyres, recellulosed blue, brown leather, spotless; £335, taxed.—Stiles, 153, Billing Rd., Northampton. Tel. 2264. [8216

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

WALTER SCOTT, Ltd.—Austin Big 7 de luxe saloon, black, brown hide, good tyres, excellent condition, £325; also Ruby saloon, black, exceptional in every way, £250; exchanges, terms.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube) Pri. 5914 [5090

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

AUSTIN EIGHT

J. CORYTON, Ltd.,

USUALLY have an 8hp Austin for sale: for details telephone

139—149, Fulham Rd., S.W.3. Ken. 1410. [8244

OVERSEAS CARS, Ltd.

1947 Austin 8 saloon, black, brown leather upholstery, excellent condition; £695.

1946 Austin 8 saloon, grey, brown leather, reconditioned engine; £625.

OVERSEAS CARS, Ltd., 227, Brompton Rd. Knightsbridge, S.W.3. Tel. Kensington 7475. [8186

COACHCRAFT offer:—

1947 Austin 8 4-door saloon de luxe, leather, 14,000 miles, exceptionally clean vehicle inside and out, taxed year, £600 or near trade offer; terms and exchanges.

COACHCRAFT. Elm Rd., Evesham Tel. 6539. [8269

AUSTIN 4-door saloon, 8hp, 1940, in first-class condition; £395.—Lib. 3372. [7835

1947 Austin 8 4-door sun saloon, low mileage, first-class condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6678

1947 Austin 8, black brown interior, excellent condition throughout.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [8497

1939 Austin 8 sun saloon, colour maroon, leather upholstery to match, superb condition; 399 guineas.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [8402

1939 Austin 8 sun saloon; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8664

1939 Austin 8 saloon, body repairs required; £275. —Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [8477

1946 Austin 8 black 4-door, recellulosed, reconditioned engine, brakes relined this year, excellent condition, total mileage 30,000; £610.—Box 3253. [8757

£625.—1947 Austin 8 4-door de luxe saloon, very carefully used and excellent motor car throughout, one of the best we have had; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6221. [8794

Austin Eight Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0723

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0835

AUSTIN TEN

CAR MART, Ltd.

LONDON distributors.

1947 Austin 10hp saloon, 23,000 miles; £835.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8580

THE MALL HOUSE MOTOR Co. offer:—

1940 Austin 10; £425; terms and exchanges.—117, High St., Wanstead, E.11. Tel. Wanstead 4557. [8654

WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, exceptionally clean car throughout; £735.—Fortune Green Rd., N.W.6. Ham. 2211. [5086

AUSTIN 10, Sep. '46, sun sln., trial, txd. yr., well kept; £650.—Box 3249. [8750

1947 Austin 10, blue, blue leather upholstery, nominal mileage, one owner; £785.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [7828

£225.—Austin 10 d.h. coupe, 1935, good hood, excellent mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [7878

1946 Austin 10 saloon, black, reconditioned engine recently fitted in very clean condition; £725.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4678

1946 Austin 10 sun saloon, reconditioned engine fitted, superb condition throughout, guaranteed; £715.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8095

1947 Austin 10 sal., black, 6,400 miles; £875.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8853

1946 Austin 10 4-door saloon, two owners, blue; £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8491

1947 (Sept.) Austin 10 sal., black, 1 owner, 20,000 miles, taxed, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [7907

1949 Austin 10 saloon, small mileage, radio and heater, in good condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [5127

1946 (August) Austin 10 saloon, one owner since new, bargain; £675; also 1938 (model) saloon, sound condition; £325.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7869

1947 Austin 10 saloon, black, engine 2,000 miles since reconditioning; £725.—Universal Car Distributors (London) Ltd., 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [8186

1938 Austin 10hp saloon, one owner, recon. engine, new tyres; this car is in perfect condition; £465, o.n.o.—Uxbridge 2165 [8303

1946 (Oct.) Austin 10 saloon, black, brown leather, unusually well-kept and in spotless condition throughout, £765; another £725; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [8733

£495.—1939 Austin 10 Cambridge de luxe saloon in that rare and beautiful condition associated with fair weather drivers only, bodywork original blue cellulose, leather interior literally looks like brand new; truth in advertising is our motto; see this for yourself.—Below.

£335.—1936 Austin 10 Sherborne de luxe saloon, really spotless interior, very genuine and original motor car and excellent mechanically; choice of 60 other vehicles; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [8795

1936 model Lichfield saloon, 40,000 miles, engine reconditioned, recellulosed, 30,000, Pram, Rotoflo, fog reversing lights; recently new or reconditioned gear box, clutch, carburettor, starter, dipper, prop shaft, wiper, silencer; tyres good; very exceptional condition throughout; taxed Dec.; £395.—East Horsley 2475. [8333

Austin Ten Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day) [0724

GOOD price paid for '46 or '47 Austin 10.—Wadham Garages, Ltd., Weston-s-Mare. Tel. 269. [8046

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

DICKS

1950 Austin A40 saloon, very low mileage, as new.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [5606

CAR MART, Ltd.,

LONDON distributors.

1949 Austin A40 saloon, radio, heater, 18,000 miles; £1,115.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8579

LAYTONS OF OXFORD offer:—

£1085.—1949 Austin A40 4-door de luxe saloon, finished in grey with light grey leather upholstery, this car has done a low mileage, as new throughout; terms if required over 24 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [7968

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown upholstery, heater, 2,500 miles; £1,245.

836—842, High Rd., N.12. Hillside 0024. [8115

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 saloon, grey/blue, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8088

MANN EGERTON & Co., Ltd., offer:—

1950 Austin A40 saloon, dark green with brown leather upholstery, air conditioning, radio and sunshine roof fitted, mileage only 5,500, indistinguishable from new.

14, Berkeley St., London, W.1. Regent 2075. [8508

H. A. SAUNDERS, Ltd., Radlett, Herts.

A40 1950, black, radio, heater, sun roof, 5,000 miles; £1,245.

A40 1949, beige, heater, sun roof, 20,000 miles; £995.

A40 1949, green, beige leather, 15,000 miles; £1,025.

A40 1949, black, radio, heater, sun roof, 10,000 miles; £1,115.

A40 1949, grey, heater, rimbellishers, 14,000 miles; £1,095.—Radlett 6167. [7431

1950 Austin A40 Countryman, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8155

AUSTIN A40 Countryman, 1949 (May), 12,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [8027

10000 miles, 1949 Austin A40 Devon 4-door saloon, unblemished, taxed for the year; £990, exchange considered.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Paddington 0289. [8390

AUSTIN A40 Countryman estate car, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8251

1949 Austin A40, black, excellent condition; £1,065.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4545

1949 A40 black saloon, 14,000, radio, heater, taxed, perfect; £1,075.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7698

1948 A40 Dorset saloon, heater fitted, one owner, excellent condition, taxed year; £915.—J. R. Bradford, Dunmow Rd., Bishop's Stortford. Tel. 335. [8305

1949 model Austin A40 Devon saloon, mist green, fitted radio and heater, one owner since new; £975.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8458

£985.—A40 Dorset de luxe saloon with sliding roof, heater, genuine 22,000 miles, three original tyres, two new, exceptionally well maintained car, late property of engineer.—Below.

£1075.—A40 Devon de luxe saloon with sliding roof and heater, finished blue with leather upholstery, genuine 17,000 miles, superb condition throughout.—Robbins, East Putney. Tel. 4581. [8411

1949 Austin A40 Devon four-door sun saloon, colour mist green, beige leather upholstery, mileage 10,000, many extras including wireless and heater, taxed year; 969 guineas.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6041. [8398

1948 (May) A40 Dorset 2-door, speedometer reading 22,000, attractive car, mist green, taxed Dec. 31st; £895 bargain.—R. Gray & Son, Hillcrest Garage, Branton, Doncaster. Don. 55314. [8244

1950 (July) Austin A40 4-door saloon, very low mileage, unmarked both inside and out; £1,195; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [7118

1949 Austin A40 Devon saloon, mist green beige leather, sliding roof, one owner, 13,000 miles, any inspection invited, very clean, 3 month guarantee; £1,125.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8274

Austin A40 Cars Wanted

THE CAR MART Ltd

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD London, N.W.1.

TELEPHONE: Euston 1212. [0357

1950 Austin A40 wanted.—Moore, 48, Parkview Court, S.W.6. [8218

GOOD price paid for A40 saloon.—Wadham Garages, Ltd., Weston-s-Mare. Tel. 269. [8047

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey, 6597. [2387

I NEED Austin A40 immediately.—40 Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

1947 Austin 12 saloon, black, brown leather, excellent condition, chauffeur maintained; £860.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4250. [4375

L. F. DOVE offer:—1936 Austin 12 saloon, far above average condition; £325.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [8385

395 gns.—Austin 12, 1938, Ascot de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms; exchanges.—Rowland Smith, below.

225 gns.—Austin 12/6, 1936 model, Ascot de luxe 4-door saloon, dark blue, sliding head, blue leather, very good condition; terms; exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [8447

1946 Austin 12 saloon, black with brown leather upholstery, nice condition throughout; £685. —Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [8456

Austin Twelve Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937 8-9 Austin 12 saloons and limousines wanted. —Motourists (London) Ltd., East Finchley Station, N.2. Tudor 2301-2. [0098

RAYMOND WAY the hire-purchase specialists are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0838

AUSTIN SIXTEEN

CAR MART, Ltd.,

LONDON distributors.

1949 Austin 16 saloon, 13,000 miles; £1,195.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8582

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

SAUL & SLATTER, Ltd., offer:—

1949 Austin 16hp saloon, black, radio; £995.

44 46, Aldermans Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7173. [8394

PHILIP RICKARDS, Ltd., offer:—

1948 Austin 16hp saloon, 27,000 miles, dark blue, excellent condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8086

1949 (Feb.) Austin 16 saloon, 28,000 miles, first class condition, heater, £1,125.

THE BUCKS MOTOR Co., Ltd., Tel. Aylesbury 164.

1948 Austin 16hp saloon, excellent condition throughout.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [1721

1948 Austin 16 saloon, radio, heater, chome dress, one careful owner, £1,075.—Tom Allen Automobiles, 68, Hill Rd., Wimbledon 5846.

DECEMBER 1948 Austin 16 saloon, radio, heater, 19,000 miles, very clean, £1,025.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3.

AUSTIN 16 saloon, dark blue, first registered October, 1948, radio and heater fitted, one owner, total mileage 29,547, £1,095.—W. F. Maidens, Binsford, Lincs. Tel. 135. [8295

1946 47 Austin 16 sun saloon, taxed, fitted new engine July, 1950, faultless, £775.—Bruce France, 64, Cromwell Mews, South Kensington. Fla. 0515. [8494

1938 Austin 16 Goudvoud, black, green leather upholstery, good condition, £515.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [8137

AVAILABLE to the trade, low mileage 1949 Austin 16, Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 4268. [0967

AUSTIN 8 test model.—16hp, first licensed 1948, black with brown leather, all standard specification fittings, chassis as 1000 condition, a fine example of a fine model, £775, exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. (Tel. Watford 4491.) [8169

£860 Austin 16hp de luxe saloon, black, with brown leather, fitted interior heater, genuine 27,000 miles, and in superb condition, fine example of this renowned model.—Robbins, East Putney. Tel. 4587. [8412

HIRE Limousine (1950) partition, wide forward occasionals, rather 10,000 miles, reasonable cost.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. [8140

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0923

AUSTIN 16hp post-war saloons, in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip. Ruislip 4-5.

AUSTIN 16hp post-war saloons urgently wanted.—Mann, Egerton & Co. Ltd., Prince of Wales Rd., Norwich. Tel. 20481.

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2.

AUSTIN A70 and A90

CAR MART, Ltd.

LONDON distributors.

1950 Austin A70 saloon, radio, heater, 7,000 miles, £1,575.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8501

CAR MART, Ltd.,

LONDON distributors.

1950 Austin A90 convertible, heater, 9,000 miles, £1,450.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8585

PALMERS MOTORS, Ltd., offer:

1949 Austin A70 saloon, wireless and heater, moderate mileage, £1,190.—55, York St., Twickenham.—Popesgrove 1890. [8479

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A90 convertible coupe, blue with blue leather upholstery, radio, heater, etc., power operated hood and windows, 12,000 miles; £1,595.

836 —842, High Rd., N.12. Hillside 0024. [8113

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, black with brown leather upholstery, radio, heater, foglamps, etc., 3,000 miles; £1,545.

836 —842, High Rd., N.12. Hillside 0024. [8114

AUSTIN A70, brown, late 1949 (first reg. 15.12.49), fitted radio and heater, mileage under 17,000.—WILL SHORT, Ltd., 3-4, St. Cross Rd., Winchester (Tel. Win. 2394). [0924

AUSTIN A70 & A90

SAUL & SLATTER, Ltd., offer:—

1949 Austin A70, green, in excellent condition, £1,250.

44 46, Aldermans Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7173. [8395

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 A70, black, grey leather, heater, loose covers, rimbellishers, 2,000 miles; £1,625.

1949 A70, grey with grey upholstery, heater, 12,000 miles; £1,395.—Radlett 6167. [7432

GORDON CARS (LONDON), Ltd.—1950 Austin A90 coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, green.

GORDON HORSE, 575, Euston Rd., London, N.W.1. Euston 6611. [8516

1950 A90 convertible, blue, radio; £1,500.—Clark, 41, Euston Rd., Morecambe. Tel. 2941. [8626

1950 Austin A90 Atlantic convertible coupe, blue, blue leather, radio, heater, 11,000 miles, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8221

1950 Austin A70 Hampshire saloon, 600 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6. [8729

1950 Austin A90, 15,000 miles, radio and heater, as new, any test or trial, power-operated hood and windows, red beige leather; £1,475.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [8548

1950 Austin Atlantic convertible, power operated, blue, wireless, heater, loose covers, 13,000 miles; £1,425.—Annett, 15, Portman Sq., W.1. [8561

A90 Austin 1950 electric drop head 4-seater, pale blue, low mileage; also exceptionally beautiful very low mileage bottle green; exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7977

1950 (July) Austin A70 saloon, 5,000 miles, radio, heater, S.R., dark blue; £1,435.—London House Motors, Burnham-on-Sea. Tel. 436. [8276

1950 Austin A70 black, 10,000 miles, radio, heater, immaculate condition throughout.—Jack Smith, 52, Brixton Place, W.1. Mayfair 0621-2. [6167

AUSTIN A90 coupe, 1950, russet green and beige, power operated radio, in excellent condition; £1,450.—Barker, 24, North Crescent, Finchley, N.3. Finchley 5759. [8501

1950 16hp A70 Austin saloon, barely in use 6 weeks of whole year, practically new, as delivered, just out of covenant, petty mileage, wireless, host extras, privately owned; £1,500.—Frith, 56, Stormont Rd., S.W.11. Mayfair 7851. [7949

1950 Austin A70 Hampshire saloon, brown, brown leather, heater, twin spot lamps, taxed Dec., 5,468 miles only; £1,525; 6 months' written guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., Lancham House, 5, Stafford Rd., Wallington, nr. Croydon, Surrey. Established 1906. Tel. Wallington 5404. [7976

AUSTIN A70 sln., 1949, 9,000 mls., finished in green with beige leather upholstery, fitted heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0125 (8 lines). [8550

1950 Austin A90 drop head convertible coupe, immaculate condition throughout, specially tuned with copperized head, very fast, fitted with wireless and heater, cellulose finished in Cambridge blue, mileage only 12,000, taxed December, '51, ship at £1,525. Terms can be arranged if desired.—Tel. Richmond 1572. [8655

£1465.—March, 1950, Austin A90 Atlantic convertible coupe, power-operated hood and windows, radio, heater, etc., finished green with natural hide upholstery, loose seat covers fitted since new, the whole car in faultless condition, low mileage, represents real value at this price; choice of three others; write for post-free catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. [8697

Austin A70 and A90 Cars Wanted

GOOD price paid for A70 saloon.—Wadham Garages, Ltd., Weston-s-Mare. Tel. 269. [8048

AUSTIN EIGHTEEN

CAR MART, Ltd.

LONDON distributors.

1939 Austin 18hp Ivor 7-seater limousine, 15,000 miles; £1,275.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8584

1938 Austin 18 7-str., 42,000 miles, division, black, brown, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3330. [7998

1938 18hp Ivor limousine, leather throughout, exceptional car.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [8616

1936 (July) Austin 18 York 7-seater saloon, division, generally overhauled 1,000 miles ago, good tyres, taxed, outstanding value, £249.10.—346, King St., Hammersmith, Riverside 2837-8. [6211

L. F. DOVE offer:—1937 Austin 18 Chalfont enclosed drive limousine, leather upholstery throughout, privately owned, extremely good condition; £865.—9, Broadway, Wimbledon, S.W.19. Liberty 3456. [8384

1939 (May) Ivor 7-seater limousine with division, two face forward occasionals, dark blue with leather to match throughout, genuine low mileage car, used by work's director since new; £995.—Leslie Matthews & Co. (Est. 1922), 95, Bristol St., Birmingham. Midland 2297. [8050

1935 Austin 18hp 7-seater York saloon, long chassis, engine rebored, recellulosed, car in exceptional condition throughout, privately owned since new, face forward occasional seats; £395.—R. L. M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [7609

AUSTIN EIGHTEEN

A & S Seven seaters 1937-38-1939 Saloons also partitioned Limousines, extensive selection, rather black, certified mechanically.

HIRE Car Limousine 1950, partition, forward seats, leather, guaranteed 10,000 miles. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. [8141

Austin Eighteen Cars Wanted

CAR MART, Ltd.

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0958

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937-38-39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

AUSTIN TWENTY

1938 9 Austin 24hp 7-str. limousine, low mileage, one owner, private.—Write, BCM/NZA, London, W.C.1. [8485

1938 Austin 20 limousine, face-forward occasional seats, division, perfect condition, chauffeur-driven; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [8344

A & S Limousines 1937-1938 Mayfairs, partition, forward occasionals, leather, black, exceptional condition carriages, reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. [8142

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937-38-39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6268

AUSTIN TWENTY-EIGHT

CAR MART, Ltd.,

LONDON distributors.

1939 Austin 28hp Ranelagh limousine, 6 months' guarantee, £1,475.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8585

1939 (March) Austin 28hp 7-passenger Ranelagh limousine with sliding division and flush-folding, face-forward occasionals, direct from original private owner, finished black, blue leather upholstery throughout, all good tyres, excellent mechanical order, in really immaculate condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. Please note: Closed for Holidays from Saturday, 28 July, until Monday, 13 August. [7293

A & S Limousine 1939 Ranelagh Double Enclosed, widest occasionals, leather, certified mechanically; £1,225.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. [8143

AUSTIN A125 and A135

CAR MART, Ltd.,

LONDON distributors.

1949 Austin A135 Princess saloon, 6,000 miles; £2,850.

1949 Austin A125 Sheerline saloon, 9,000 miles; £2,025.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8586

LEX GARAGES, Ltd., offer:—

3000 miles only, Sheerline, black, beige leather, tailored loose covers, first registered 1950, also similar model, 1949.

LEX GARAGES, Ltd., 2, Lexington St., London, W.1. Gerrard 8600. [8561

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, etc., 7,000 miles; £1,895.

836 —842, High Rd., N.12. Hillside 0024. [8108

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline saloon, black, 25,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8087

GORDON CARS (LONDON), Ltd.—1950 Austin A135 Princess saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A125 Sheerline saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A125 Princess saloon, pearl.

GORDON HOUSE, 575, Euston Rd., London, N.W.1. Euston 6611. [8515

1949 Austin A125 Sheerline saloon, gunmetal, grey leather, radio, heater, nominal mileage.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8223

AUSTIN Princess 1949, black, radio, heater, very beautiful car; exchange Rolls, Bentley, etc.; terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7979

6000 miles only.—1950 Austin Sheerline saloon, grey with grey leather, one lady owner, very carefully used; £2,150.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [8049

1949 Austin Sheerline, 10,000 miles, radio and heater, Princess back axle ratio, very specially maintained, black beige leather; £1,975.

CONTINENTAL CARS, Portsmouth Rd., Send, Surrey. Ripley 3122. [8547

AUSTIN Sheerline, black coachwork, fawn hide upholstery, radio, heater, supremely beautiful car; also choice 2 others; exchange Rolls, Bentley, etc.; terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7974

1949 Austin Sheerline saloon, 15,000 miles, silver grey, indistinguishable from new; £1,895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8092

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1950 (May) Austin A125 Sheerline saloon, 9,500 miles, black, beige leather upholstery, immaculate.—Wards of Putney, 72 West Hill, S.W.15. Vandyke 1535. [3128

1949 (July) Austin Sheerline, black, genuine 16,500 miles, perfect condition throughout, not licensed during 1951.—H. Leverton & Co., Ltd., Broad St., Spalding 3221. [6915

1949 (Nov.) Austin A125 Sheerline saloon, genuine 15,248 miles, black, beige leather, radio, heater, immaculate throughout, one owner; £2,195.—Grosvenor Motor Co., Chester 22682. [8504

AUSTIN Sheerline 1950 saloon, black, fitted wireless, heater, etc., for sale, first-class condition, chauffeur driven, mileage 18,228; enquiries.—Traffic Manager, Chance Brothers, Ltd., Glass Works, Smethwick. [8512

AUSTIN Princess saloon, black, brown upholstery, first registered June, 1950, total mileage 12,319, one owner, chauffeur kept, tax paid, immaculate condition throughout; £2,500.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [8292

1949 (November) Austin A125 Sheerline saloon, mileage 8,200, colour grey, absolutely unmarked and in superb condition; £2,100; trade enquiries invited.—Cox's Motors (Leicester), Ltd., Conduit St. (near L.M.S. Station), Leicester. Tel. 60319. [6865

TANKARD & SMITH, Ltd., offer 1949 Austin Sheerline, fitted heater, radio, colour black with beige leather upholstery, speedometer reading 4,000 miles, whole car in immaculate condition throughout; £2,175; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [7089

TANKARD & SMITH, Ltd., offer 1949 Austin A125 Sheerline saloon in black with beige leather, speedometer reading 4,000 miles, whole car in showroom condition throughout, fitted heater and radio; £2,150; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [8014

NAYLOR & ROOT, Ltd.—1950 Austin Sheerline saloon, black, beige hide upholstery, 10,000 miles, immaculate condition; £2,175; three months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8686

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297 Euston Rd., N.W.1. Euston 1212 [0852

AUSTIN MISCELLANEOUS

TOM GARNER, Ltd., offer:—

1950 series Austin A125 Sheerline saloon, black with fawn leather, 1,000 miles only.

1949 Austin 16hp saloon (sun roof), blue with brown leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7987

1946 Austin 8 4-seater utility, detachable seats; £545. Also

1949 Austin Sheerline saloon, black, beige upholstery; £1,895. Also

1946 (Dec.) Austin 12 saloon, one owner; £850.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8586

TAXICABS.—Ex-London Austin heavy 12/4s, selected vehicles; from 85gns.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [7929

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928

C. G. NORMAN & Co.,

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9839

POST-WAR Austin cars wanted urgently; mileage under 10,000; must be in very good condition.

OFFERS to:—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6395

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8638

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8265

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198 Kings Rd., S.W.3. Flaxman 4801-3. [8015

1938-39 Austin 10 or 12 required; must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

Austin Spares and Service

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

Austin Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0536

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People, Burnham, Bucks 54. [0305

FOR Austin mudguards, running boards, 1931-s.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0382

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. —45-47, Newington Causeway, S.E.1. Hop 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

P

B

LTD.,

1934 Nov. Bentley 3½-litre Park Ward saloon, black, green leather.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [7761

C

M

CAR MART, Ltd.

1950 Bentley Mark VI steel saloon, 6,000 miles; £6,500.

1948 Bentley Mark VI steel saloon, 15,000 miles; £5,500.

CAR MART, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [8587

J

B

JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce, stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY Ltd. [0067

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, have a special display of completely reconditioned Mark VI Bentley saloons of all years, including the undermentioned:—

1937 Park Ward saloon, 4¼-litre, Airforce blue, blue leather; £1,850.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7687.

FOX [7972

DICKS.

1934 Bentley 3½-litre sports saloon; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2446

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1949 (Dec.) Mark VI Park Ward drop head 4-seater coupe, metallic grey with grey leather.

1949 (June) Mark VI Standard steel saloon, tudor grey with grey leather.

1948 (Apl.) Mark VI Standard steel saloon, tudor grey with blue leather, wheel spats and chromium waist band.

1948 (Apl.) Mark VI Standard steel saloon, dual grey with maroon leather, wheel spats and chromium waist band.

1947 (Nov.) Mark VI Standard steel saloon, black with blue leather.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1934 3½-litre 4-door sports saloon by Park Ward, black with brown leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

FRANK DALE offers

BENTLEY, September, 1934, foursome drop head coupe, excellent order; £1,075.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [8059

R. C. MORTLAKE offers:—

1935 Bentley 3½-litre 4-door sports saloon by Park Ward, known history; £1,495.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155 after 6.30 Arnold 4604. [5596

BENTLEY (3½ & 4¼-litre)

H

R

H. R. OWEN LIMITED.

17, Berkeley St.

GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group

A NATIONAL Motoring Organisation

1949 Bentley 4¼ Mark VI standard steel sports saloon, black, pleated fawn cloth, wheel fairings. Ref. H.7043.

1948 Bentley 4¼ Mark VI standard steel sports saloon grey, grey leather. Ref. H.7418.

1947 Bentley 4¼ Mark VI drop head coupe by H. J. Mulliner, blue, blue tapestry. Ref. H.7325.

1938 Bentley 4¼ 2-door fixed head coupe by Vanden Plas, black, brown hide. Ref. H.6861.

ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—

H. R. OWEN, LIMITED.

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060. [8062

PARK WARD & Co., Ltd.,

OFFICIAL Bentley Retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0682

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre saloon, blue with smoke blue leather, 11,000 miles only.

1950 Bentley 4¼-litre Mark VI standard steel saloon, silver grey with smoke blue leather, many additional extras, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [7991

CYRIL SHEPPARD offers:—

BENTLEY 4¼-litre (December, 1938) Mulliner razor edge sports saloon, black and chrome, radio, heater, all tools, etc., low mileage, outstanding example. —102, Kings Rd., Reading. Tel. Reading 2712. [8814

BROOKLANDS for individuality.

1948 Bentley Mark VI Standard saloon, black, speedometer reading 14,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [8193

MANN, EGERTON & Co., Ltd.,

OFFICIAL Bentley retailers.

OFFER guaranteed

1948 Bentley Mark VI standard steel saloon, black with beige leather upholstery, mileage 25,082; very exceptional condition; £4,950.

5, Prince of Wales Rd. Tel. Norwich 20481 (6 lines). [8863

MANN EGERTON & Co., Ltd., offer:

1950 Bentley Mk. VI standard steel saloon, finished in black with blue-grey leather upholstery, sun roof, radio, air conditioning, windscreen washing device, rear wing extensions and incorporating latest modifications, mileage only 9,000; price £5,950.

14, Berkeley St., London, W.1. Regent 2073 [8507

H. M. BENTLEY & PARTNERS, Ltd.

1948 Mark VI standard steel saloon

1935 3½ d./h. foursome by Thrupp and Maberly

1934 3½ 4-door saloon by Barker.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551 [7607

JACK OLDING OF MAYFAIR offer:—

1950 Mark VI Bentley standard saloon, 2 shades of grey, low mileage.

1949 Mark VI Bentley standard saloon, black with brown lthr., 20,000 miles

1949 Mark VI Bentley saloon by Freestone & Webb, black with brown lthr.

1939 4¼-litre Bentley (overdrive) 2-door fixed head coupe by Park Ward, black with beige lthr.

1939 4¼-litre Bentley (overdrive) Park Ward saloon, black and silver with brown lthr.

DELIVERY of new and used cars quoted on application.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [7932

MASCOT MOTORS, Ltd., offer the following:—

1947 Mark VI standard saloon, maroon, beige leather, 22,000 miles; £3,900.

1936 (Dec.) 4¼-litre H. J. Mulliner sports saloon, grey, brown leather; £1,795.

1936 4¼-litre Gurney Nutting drop head foursome coupe, black, red leather; £1,750.

237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1231-2 [7172

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Bentley 4¼-litre 2-door sports saloon by Barker; £1,750.

1937 Bentley 4¼ Mulliner sports saloon, £370 overhaul by Bentleys this year; £1,775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8784

1947 Mk. VI standard saloon, 29,000 miles, maintained by Bentley distributors, excellent condition; £3,850.—Leeds 61727 [8981

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0896

1936 Bentley 4¼-litre Vanden Plas 4-door pillarless saloon, £1,700.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8538

BENTLEYS (1950 and 1948) for sale, see page 73.

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers offer:—

1948 (Sept.) Bentley Mark VI standard steel saloon, export model with all 1949 features, including chromium waistline, pleated upholstery, wheel spats, etc., black, brown hide, piped beige, 1 owner, 23,000 miles only, a really beautiful car £5,485.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [8228

BENTLEY 4¼-litre (July, 1936) Connaught saloon, a very beautiful specimen, exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7984

1947 (Nov.) Bentley Mark VI Standard 4-door saloon, immaculate condition throughout; £3,950.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [7922

4¼-litre Bentley Vanden Plas saloon, over £500 spent with makers; £1,695.—Lawton-Goodman, 36, North Audley St., W.1. [8560

SEE our advertisement under "Selected Car Bargains," page 39.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [8422

1947 (August) Bentley Mk. VI standard steel saloon, mileage 34,000, grey, absolutely unmarked, latest modifications; £4,250.—Box 3261. [8831

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4943

1936 Bentley 3½-litre four-door Park Ward saloon, in very sound condition throughout; £1,195.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7958

1936 Bentley 4¼-litre Thrupp & Maberly saloon, well maintained, excellent condition.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [4342

1938 (July) 4¼-litre Bentley Park Ward saloon, L.E. series, specially fitted with 6.50×17 wheels and tyres, recellulosed and in excellent order throughout.

C. ATTWOOD & SON, Ltd., Rolls-Royce & Bentley Retailers, Wolverhampton 20634. [8500

1935 Bentley 3½-litre 4-door saloon by Park Ward, engine completely overhauled by Bentley, radio and many extras, first-class condition throughout.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [7921

1950 (July) Mark VI Bentley H. J. Mulliner saloon, 7,000 miles, blue and silver, exceptionally beautiful car.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8091

1935 3½ Bentley 4-light saloon, Park Ward coachwork, two owners, black with black leather upholstery, £1,500.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. [6778

1939 Park Ward 4¼-litre overdrive 4-door black Saloon, boot, leather, excellent throughout, good history, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8151

BENTLEY Mark VI standard saloon (October, 1947), later modifications, black, regularly serviced by makers, seen London or Budleigh Salterton; £3,950.—Barton, 170a, Regent St., W.1. Tel. Regent 1362. [7947

BENTLEY Mark VI standard steel saloon, first registered April, 1950, mileage 6,250, metallic grey with light grey leather upholstery, complete with sliding roof, wireless, heater, demister and windscreen sprayer.

DEFERRED terms and part exchange facilities.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. No. 26451. [8498

£1695—Bentley 4¼ (registered March 23, 1937) fitted beautifully aligned Gurney-Nutting 4-door sports saloon with swept tail, black, chromium, grey leather, discs, extensively overhauled by Bentley's at Crewe September, 1947 (bills available), low mileage covered since, immaculate and imposing car, thoroughly recommended; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8635

BENTLEY (other than 3½ & 4¼-litre)

H. M. BENTLEY & PARTNERS, Ltd.

BENTLEY Special 8-litre, built in 1936, 4-door sports saloon with boot, one owner, 30,000 miles, £495.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [5627

BENTLEY Speed Six engine, 4-litre chassis, sedanca coupe, built 1939, quick sale wanted; offers?—Curry, Dartington, Totnes. [8345

BARTLETT.—Bentley 4½-litre actual Le Mans Birkin No. 1 car, fastest lap Ulster T.T., World records Montlhery, 500 mile race 98.8, etc., original V.D.P. body and fittings, innumerable extras, splendid condition; £675.—27a, Pembridge Villas, W.11. [8284

BENTLEY 4½-litre Vanden Plas open 4-seater, black, first registered July, 1936, and one of six R.C. chassis with R.C. engine made up by Rolls-Royce in 1936; the car has done less than 30,000 miles since new and is offered to an enthusiast for £550.

KENNINGS, Ltd., Derby Turn, Burton-on-Trent 2951. [8045

BENTLEY 1928 4½-litre, recent rebore, crank ground, etc., and back axle rebuild, 3.53 ratio, new open 4-seat fabric body, hood, tonneau cover, Perspex side screens, 1948, Zeiss head lamps; 95 mph, 20 mpg at 60 mph, £375.—Edwards, 1, Crossfields, Llandudno. Tel. 7554. [8822

£395—Bentley 6½-litre Weyman sports saloon, immaculate condition, new tyres, batteries, complete mechanical overhaul, numerous extras, Grebel head lamps, oil, coil, Lucas wind horns; this car is acknowledged to be one of the finest 6½s in the country.—See 127, Sutherland Ave., W.9. Cunningham 0756. [7443

Bentley Cars Wanted

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

S

G

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3451/2. [5921

J. MARSHALL.

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0487

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

BENTLEYS wanted urgently.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7981

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

WE require all types of Bentley cars, especially the post-war Mark VI standard saloons; send particulars to: R. C. Wimbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [9356

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0684

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13 Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [394]

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

BRISTOL

U M Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

A.F.N., Ltd., offer:—

1948 type 400 Bristol saloon, many extras and fully modified.

1950 type 401 Bristol saloon, metallic grey, heater, radio, one owner, covenant expired.

1950 type 401 Bristol saloon, heather grey, heater, radio, one owner, unexpired period of covenant to be completed by purchaser.

FALCON Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [8857

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

SEE our advertisement under "Selected Car Bargains," page 39.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [8421

ANTHONY CROOK offers used Bristols.—Type 400 and 401; all cars offered by us have been thoroughly checked over in our specially equipped works by trained staff specializing in Bristol cars since their inception; all spares, reconditioned engines and other units in stock ready for immediate fitting to all models; the advantages of dealing with leading distributors will be obvious; write or tel. for full details, catalogues, reprints, etc.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2732-3. [6343

BRISTOL

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

1949 series Bristol 400 sports saloon, in most immaculate condition, mechanically guaranteed; £2,150.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7959

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0523. [8286

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchase used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [5049

Bristol Spares and Service

U M Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

BRITISH SALMSON

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1938 British Salmson 20/90 sports roadster, green, exceptional condition; £595. [8670

B.S.A.

1939 (March) B.S.A. Scout 2-seater, excellent condition; £345, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8374

JARVIS & SONS, Ltd., offer:—1939 B.S.A. Scout roadster, in exceptional condition throughout; £375.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8773

265 gns.—B.S.A. Scout, April 1940, 10hp series 6 2-seater, ruby, maroon leather, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8453

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

£395—1935 8-cylinder Bugatti drop head foursome coupe, late property of Bugatti Owner's Club Executive, recent overhaul, in very good condition throughout.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After six, Tulse Hill 4755. [8492

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1334. [0071

BUICK

CAR MART, Ltd.

1939-40 Buick 30.6hp saloon, 6 months' guarantee; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8588

SIMPSON'S MOTORS, offer:—

1947 Buick fitted with radio, heater, white wall tyres, for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [7112

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Buick 51 super saloon, left-hand drive, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5112

BUICK 31hp 1937 saloon, leather, body and engine good, £375 or near.—Elmbridge 2050. [7897

1936 Buick 38hp saloon, division, carefully maintained, in excellent condition.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [5481

1936 Buick saloon, privately owned, new tyres, exceptionally good condition; £295.—John Grey, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6595

£395—Buick 3-seater coupe with dickey, 1 owner.—Potter, Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5452

CAMDEN MOTORS.—Buick Roadmaster 8, series 70 model, Jan. 1947, a full 6-seater saloon with new look mouth-organ front, stylish and very imposing looking bodywork, full length chromed rubbing strip, extra large type bumpers extending round front and rear fenders, curved clear vision rear window, automatic door lights, stop lights and flash-away trafficators mounted directly above rear bumpers, the whole car beautifully finished in latest American shade of metallic maroon with leather trimmed broadcloth upholstery, nylon loose covers, built-in radio and air conditioning, de-icing and demisting unit, map lights, etc., brand new set of Whitewall tyres, spare not even used once, serviced and maintained by London distributors and in tip-top mechanical order; special offer at £1,665.

CAMDEN MOTORS.—Buick 31hp Albemarle special foursome drop head coupe, 1939, with steering column gear change, built-in radio, and other features similar to the post-war model, recent complete engine overhaul and new mohair hood fitted, six almost new tyres; guaranteed in writing at £615.

ALSO 1949 Roadmaster, 1947 Super Eight and 12 other pre-war Buicks in stock.

CAMDEN MOTORS.—Buick; for limousines see our quarter-page advert. in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of over 400 cars. Hire purchase, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. [8702

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BUICK

BUICK Super 51 saloon, first registered January, 1949, every extra, beautiful condition; £1,995.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7960

BUICK Century post-war model, first registered 1949, left-hand drive; £1,400; would accept smaller post-war car in part exchange.—D. Rough, 63, Marine Parade, Lea-on-Sea, Essex. Tel. 75339. [0439

1939 Buick Century American convertible, 29,000 miles, original hood, new tyres, fully taxed, nearly 100mph and absolutely faultless; £935.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7961

£250 bargain!—1936 Buick 31hp coupe, fitted reconditioned engine, bills produceable, 2 spares, new tyres, in excellent shape throughout, unrepeatable.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7667

1948 Buick convertible, left-hand drive, 30,000 miles, electric hood, radio, excellent condition; for use abroad only; visible England; delivery Calais on or before August 10th; £750.—Clayton, 337, Euston Rd., London, N.W.1. Tel. Euston 5228. [8066

LIMOUSINE 1937 Double Enclosed, widest occasionals, black, excellent order, 57,000. £765. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [8152

Buick Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require ev... Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8266

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick from 1937 onwards. Wembley 8691-2. [0664

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0504

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

CADILLAC saloon, fitted 4LK type Gardner diesel engine; £600.—Baylis, Roseleigh Deen, Oak Lane, Leigh, nr. Reigate. [8864

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. Wembley 8691-2. [0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1951 Chevrolet, fully de luxe, fitted with radio, heater and all accessories, this year's model.

1949 Chevrolet 2-door saloon, right-hand drive, fitted with heater and seat covers, and blinker system.

1949 Chevrolet 2-door saloon, fitted with heater, seat covers, very low mileage; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [8135

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Chevrolet convertible coupe, colour maroon, electrically operated hood, low mileage; £1,600.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5111

1949 Chevrolet 4-door Fleetline de luxe saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8254

1947 Chevrolet Fleetmaster saloon, R.H.D., 24,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8253

1949 Chevrolet 2-door Fleetline de luxe saloon, 16,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8255

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet from 1937 onwards. Wembley 8691-2. [0666

DISTRIBUTORS for Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8256

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8247

CHRYSLER

CAR MART, Ltd.

1938 Chrysler 28hp Royal 7-seater saloon, 14,000 miles; £1,175.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8608

£105—Chrysler 19hp 4-door saloon, 1936 series, wants respraying.

WADCOL MOTORS, 105/6, West End Lane, N.W.6. Hampstead 1177. [7928

1939 Chrysler Kew sun roof, leather, fitted radio and many extras, one owner; £450; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 189 Priory Rd., Hornsey. Mountview 5228 and 5774. [7792

1936 Chrysler 34hp Kingston saloon, engine and body good, best offer over £350.—Payne, "Victoria House," Greenswood Rd., Brixham. Tel. 2343.) [8029

1936 Chrysler Wimbledon, just completed £130 body refit, including solid roof, full-vision rear window, new front springs, lighting harness rewired, overdrive, free-wheel, five good tyres (two new), taxed Jan., 1952; £295.—Lieut-Cdr. Corkhill, R.N.A.S., Lee-on-Solent 79143. [8528

CHRYSLER

1938 Chrysler Royal for sale, 5-seater, good condition chauffeur driven, suitable private hire.—Box 3169. [7951

CHRYSLER Imperial 1938, reconditioned throughout, engine sleeved, P.100 headlamps and many extras, leather upholstery, car in showroom condition.—Moy, Halfway House, Kingsnorth, Ashford, Kent. Tel. Ashford 584. [7892

1947 model Chrysler Windsor 6-seater saloon, fluid drive and hydraulic transmission, new look front, loose covers, radio, heater, Whitewalls, traffic blinkers, condition indistinguishable from new, very small mileage.—See below.

£295—Chrysler Kew 20hp 6-seater saloon, 1937, nicely upholstered in brown leather throughout, fitted Clayton heater and loose covers, privately owned since new (two owners only), a fast, powerful car but exceptionally economical, good tyres, guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part exchanges. Free delivery to anywhere in the United Kingdom. Write for our post free catalogue. [8703

LIMOUSINE, quite exceptional 1938 (November) Chrysler Imperial 8-str. limousine, face forward occasional seats, winding glass partition and commodious rear locker, overdrive, free wheel and radio, black and chromium, fawn cloth rear, black leather front, nearly new tyres, privately owned and chauffeur-kept since new, absolutely immaculate appearance and in superlative condition, thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8652

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler from 1937 onwards. Wembley 8691-2. [0667

DICKS CAR SALES, Ltd., are cash buyers of all good Chryslers.—385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [0728

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941. [6270

Chrysler Spares and Repairs

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange recondition units in stock.—59-64, Belsize Road, N.W.6. Mai. 5555/2155. [0495

CHRYSLER official service agents.

REPAIRS, spares exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

CAR MART, Ltd.

1950 Citroen Light 15 saloon, heater, 7,000 miles; £1,595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8609

H. W. MOTORS, Ltd.

1950 (May) Light 15 de luxe saloon, black brown leather, 4,000 miles, one owner; £1,475.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [7764

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE stock of post-war Citroens is always maintained. Current details on request.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares always available.

173, Westbourne Grove, W.11. Bay. 4274. [8623

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors, offer:—

1948 Light 15 saloon, black, red leather, choice of two; £1,025.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8717

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 model Citroen saloon, black and red leather, mileage 19,000; £1,050.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8788

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1946 (October) Citroen Light 15 saloon, black, beige leather, superb condition; £825. [8672

WORTHING MOTOR Co., Ltd., for Citroen spares service.—Tel. Worthing 71. [438

1938 12.9 saloon, unused since £150 overhaul; £450.—Pentlands, Harestone, Caterham 621. [8557

WELL kept black Citroen 15, registered Oct., '48, one owner, 14,000 miles; £1,025; any trial.—Box 3258. [8813

£1050—1949 Citroen Normale 15hp saloon.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [8765

1948 series (Dec., '47) Citroen 15 saloon, silver grey and red leather, low mileage, one owner, excellent condition throughout; £945.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7826

MAYFAIR COUNTRY CARS.—1947 Light 15, reg. Nov. 1946, immaculate; £850.—7, George Yard, Grosvenor Sq., W.1, or tel. Harrow 4646 at any time. [7617

MAYFAIR COUNTY CARS.—1939 Citroen saloon, grey with blue leather, outstanding appearance, high performance; £525.—7, George Yard, Grosvenor Square, W.1, or Tel. Harrow 4646 at any time. [8734

1949 (April) Citroen Light 15 saloon de luxe, black with brown leather upholstery, one owner, 22,000 miles, beautifully maintained and in immaculate condition throughout, taxed December; £1,180; seen Streatham by appointment.—Bexleyheath 725. [8125

CITROEN

AN exceptionally roomy and comfortable body mounted on a very economical chassis, ample room for 7 persons, cannot be bettered as a hire car or useful car for caravan work, Citroen Big 15 7-seater saloon, first licensed 1937, finished in black with blue leather upholstery, fitted with new tyres, and chassis completely overhauled by Citroen experts, this car is really good value at £550 and is open to any trial; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. (Tel. Watford 4491.) [8171

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON) Ltd.

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874/5. [0677

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [8620

CITROEN required, 15 or 6-cyl. post-1937, condition above fair, Midlands preferred, under £900.—Thompson, Nurton, Pattingham, Wolverhampton. [8035

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0167

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., A, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains, 48-hr. service. [6161

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—342-344, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727

WOODFORD CAR MART. Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0504

DAIMLER

CAR MART, Ltd.

1947 Daimler 2½-litre saloon, 12,000 miles; £1,695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8612

CARR BROS., offer:—

1946 Daimler 2½-litre, mechanically perfect, low mileage, black cellulose immaculate, interior luxuriously upholstered red leather, a perfect specimen, £10 tax.—Carr Bros., Purley. Uplands 4812. [8531

BROWN'S for Daimlers.

1940 Daimler 2½-litre saloon de luxe, low mileage, exceptional condition; £895.

1939 Daimler 2½-litre saloon de luxe, 1 owner, low mileage, exceptional condition; £895.

1938 Daimler 2-litre saloon de luxe, excellent condition; £650.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [7110

J. MARSHALL offers:—

1938 Daimler straight 8 31.7hp 4-door saloon with division, black, brown tapestry; £495.

J. MARSHALL, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2369. [9857

CHARLES FOLLETT, Ltd., offer:—

1950 Daimler drop head coupe, black, one owner, 11,000 miles only, superb order throughout; £2,350.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [8227

STRATSTONE, Ltd., Daimler Specialists.

DAIMLER 2½-litre coupe (1948), maroon with red leather, heater and demister, well maintained; £2,050.

DAIMLER 2½-litre saloon (1949), black with green leather, chauffeur driven and maintained; £1,925.

DAIMLER 2½-litre saloon (1948), black with brown leather, performance and appearance equal to new; £1,775.

DAIMLER 2½-litre saloon (1946), black with red leather, carefully used; £1,375.

DAIMLER 32hp limousine (1936), blue and black with cloth to rear, a roomy 7-passenger car in good order throughout; £825.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [8065

GORDON CARS (LONDON), Ltd.—1949 Daimler 2½-litre saloon, black.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [8526

1949 (Nov.) Daimler 2½-ltr. d/h coupe, green, low mileage; £2,050.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. [8065

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1938 Daimler 2-litre, one owner, exceptionally low mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5488

1950 Daimler 27, body by Freestone Webb, fitted with radio and heater, colour black, mileage 6,700, first reg. 21.7.50, in showroom condition.

BRANDS (RICHMOND), Ltd., 4, Queen's Rd., Richmond Yorks. Tel. 2251. [7177

DAIMLER 2½ 1947 green saloon, genuine low mileage, perfect condition, one owner; £1,550.—Wright, 479, Unthank Rd., Norwich. Eaton 335. [8348

CASS'S MOTOR MART.—Daimler 1940 24hp saloon, black, heater (makers' director's car), 29,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [2457

1949 2½-litre Daimler Barker coupe, black with brown lthr., 7,000 miles, £1,975.—Jack Olding & Co. Ltd., North Audley St., W.1. Mayfair 5242. [7935

1949 Daimler 2½-litre drop head coupe, 7,000 miles, in new condition throughout.—Sidney Marcus, Ltd., 13, Sloane St., S.W.1. Tel. Sloane 5557-0770. [7154

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution and Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1941 Daimler 5-passenger saloon, in possession of Daimler Motor Co. and associate company only, immaculate order throughout, completely overhauled by Daimlers in 1949.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8156

1939 Daimler Straight 8, fitted with Alfa-Romeo sports saloon body, a most attractive car, details and photograph on request.—Kingston Garage, Springhead, Anlaby, nr. Hull. Tel. 42136. Evenings Tel. 47334. [3994

1938 Daimler 2-litre saloon de luxe, one owner, outstanding condition, recent extensive overhaul, receipts available, £725 or offer.—Banstead Road Garage L'd. 70, Banstead Rd., Carshalton, Surrey. Vigilant 3341. [7009

A MOST attractive example of a famous make, 15hp Daimler coupe, first licensed 1937, chassis completely reconditioned throughout and open to any trial or examination; £495; a really fine motor car; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES Ltd., High St., Watford. (Tel. Watford 4491.) [8170

495 gns.—Daimler new 15, 1938 model, 17hp de luxe 4-door saloon, black, sliding head, brown leather, preselector, IFS, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8452

TANKARD & SMITH, Ltd., offer 1948 Daimler 2½-litre saloon in black with brown leather upholstery, speedometer reading 18,000 miles which is believed genuine. Whole car in beautiful condition; £1,875. Three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801 2. [8013

DAIMLER 15 saloon, 1936, 2 owners, taxed till December, low mileage, can only be described as a thoroughbred vehicle in amazing condition for its year, equipped with valuable extras including special chassis lubrication system and pass light, any inspection invited; £475.—Richmond 3513. [8044

£695.—Daimler 17hp sports saloon (Jan., 1939), a good example of this high quality car, privately owned and thoroughly well maintained by same wealthy family, exterior cellulose and chrome entirely original and completely free from major blemish, engine quiet and with good oil pressure and giving the typically smooth performance usually found with this class of car, all Dunlop tyres in good condition, offered with a written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [8692

LIMOUSINE LQ 20, partition, forward seats, beautiful condition, also 1934 Landaulette, £495. Also

LIMOUSINES 1936 1937 Straight-8 32hp Hooper, Barker, partition, widest occasionals, black of two, desirable carriages.

1938 Limousines 24hp, partitioned, widest occasionals, privately owned, excellent throughout, black.

HEARSE 1951 magnificent Bearer 5-door Coachwork on Straight Eight chassis, exceptional mechanically, guarantee certificate, reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines' Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [8150

Daimler Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

1950 Daimler 2½-litre saloon wanted.—Moore, 48, Parkview Court, S.W.6. [8217

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8259

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition.—Mayfair 8081. [5755

DAIMLER wanted 21hp E.L. type limousine; state full particulars.—Fingland's Ltd., 213, Wilmslow Rd., Rusholme, Manchester. Rusholme 2894. [7870

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7361. [0256

DAIMLER and Lanchester spares.—Large stock of spares for most models, specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

DELAGE

1950 Delage D.6 d h coupe, 14,000 miles, outstanding appearance and performance, one owner, covenant just expired; £2,650; would part exchange post-war saloon.—Brown, Uplands 2564. [8440

DELAGE D6-75 sports 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, first registered October, 1938, whole car completely reconditioned, finished two colour grey, with blue leather upholstery, undoubtedly the finest car of this type available to-day.

TOBY MOTORS, Regent Rd., Great Yarmouth. Tel. 3273-4. [8817

1937 8-cylinder Saoutchik sedanca, Cotal gear box, black royal blue, 25,000 miles only, immaculate, a magnificent car for home and continental touring at high speeds; £895.—Potter Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [8765

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delage D.6.70 late 1938 very beautiful streamlined saloon, Cotal electric gear box, over £400 spent recently, hydraulic jacking, twin pass lamps, new Newton shock absorbers, showroom condition.—Flaxman 0052 7253 7154. [8572

Delage Cars Wanted

D6/70 or 75 saloon wanted by private owner; send full particulars.—Box 3247. [8752

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B. Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0660

DELAHAYE

BARTLETT.—Delahaye 1949 130 m.p.h. competition model drop head coupe, finished in red with chromium plated wheels, the whole car in superb condition; £2,650.—27a, Pembridge Villas, W.11. [8378

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Delahayes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9619

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0659

D.K.W.

DKW 1938 Master cabriolet, rebored, new crankshaft, very good tyres, repainted, new hood; £295.—5, Camden Close, Chislehurst. Imperial 574. [8751

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, £10/10; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

OVERSEAS CARS, Ltd.

1947-8 Dodge 25 saloon de luxe, blue with fawn upholstery, 18,000 miles, one owner, perfect; £1,495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8189

£585.—1940 Dodge 24hp streamlined saloon, mouth-organ front, steering column change, new tyres, 1950 radio, clean condition, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7785

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0862

FIAT

MAYFAIR GARAGES, Ltd., for your Fiat, the elegant light car.—Below.

MAYFAIR GARAGES, Ltd.—April 1949, model 500 B genuine Italian body Belvedere station-wagon, standard finish, small mileage, one owner since new, extremely smart vehicle with three months' guarantee; £795.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 1100 508c 4-door pillarless saloon, all black with beige leather upholstery, re-bored engine, very fine road performance, smart car in excellent condition throughout, 3 months' guarantee, £195.—Below.

MAYFAIR GARAGES, Ltd.—Aug. 1939, 500 full 4-seater de luxe convertible saloon, mistletoe green, leather upholstery, all good tyres, special headlamps, carefully maintained, very smart car with excellent road performance, 3 months' guarantee, £425.—Below.

MAYFAIR GARAGES, Ltd.—July 1939 500 convertible 4-seater saloon, blue, blue leather upholstery, good tyres, carefully used, excellent condition throughout, 3 months' guarantee; £395.—Below.

MAYFAIR GARAGES, Ltd.—August 1939, 500 de luxe convertible coupe, black with blue leather, good tyres, carefully maintained, excellent condition throughout, 3 months' guarantee, £365.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 convertible coupe, grey, red leather, exceptionally good chassis throughout, but poor appearance, 3 months' guarantee, £245.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, black, good tyres, smart car ready for immediate road use, 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES Ltd.—fully reconditioned 2nd series coupes and saloons renovated back to almost new condition now available approximately 3 weeks; various colours all with 3 months' guarantee; 2-seaters £445; 4-seater £465.—Below.

MAYFAIR GARAGES, Ltd.—25 Fiats in stock; descriptive list and copy of Autocar Road Test report on request.—Below.

MAYFAIR GARAGES, Ltd.—Fiat sales and service.—Balderton St., (opp. Selfridges clock), Mayfair W.1. Mayfair 3104-5. Open 9-6, Sats. 9-12. [7050

C. V. RUSHMER, The Fiat Specialist, for rebuilt models, fully guaranteed.—39, Holland Park, W.11. Park 5731. [7203

1939 Fiat 1100, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [7087

FIAT 500cc 1937-8, smart appearance, excellent performance, £300; terms.—125, Woods Lane, Derby. Tel. 2349. Derby Motor Co. [8296

FIAT

1939 Fiat foursome coupe, excellent condition; £435.—L. F. Dove, Ltd., Guildford Rd., Woking, Surrey. Tel. Woking 1282. [6848

1938 Fiat 500 occasional 4-seater, splendid chassis, beautiful appearance, interior reupholstered in red, fitted chromium luggage grid, exceptional performance; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [8127

WALTER SCOTT, Ltd.—1939 Fiat 500 convertible coupe, recent overhaul, excellent condition, £335; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [7145

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8639

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500 full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets. Metric spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5050

F.M.B.

TANKARD & SMITH, Ltd., offer: 1947 F.M.B. competition 2-seater finished in red, an exceptionally fast car; £475.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [7010

FORD (8 h.p.)

NEWNHAMS, Ltd.

1949 (Oct.) Ford Anglia saloon, beige, low mileage; £675.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7466

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

RUSSELL MOTORS offer:—

1949 Ford Anglia, low mileage, black and brown leather; £615.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [7140

FORD saloon 8hp 1939, grey; £300.

APPLY, Sharman, 5, Victoria St., S.W.1. Abbey 5731 2. [7911

ALLAN TAYLOR MOTORS, Ltd., offer:—

APRIL, 1950, Ford Anglia saloon, beige, 6,000 miles; as new; £795.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [6682

1946 (October) Ford Anglia, new engine, excellent condition; £525.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [6094

1939 Ford 8 saloon, colour black, green upholstery, excellent order; 329gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [8405

1947 Ford Anglia saloon, black, reconditioned engine just installed; £595.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4679

1940 Anglia, recommended; £450 or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [7151

1947 Ford Anglia, 10,000 miles; nearest offer £550.—Bennett, Beech Knoll, Oxted. Oxted 89. [8833

CASS'S MOTOR MART, 1940 Ford Anglia saloon, immaculate condition, written guarantee.—5, Warren St., W.1. Euston 3525. [8463

1939 Ford 8 saloon de luxe, black and red interior, new engine just fitted, attractive appearance; £365.—Below.

1938 Ford 8 saloon de luxe, resprayed black, re-upholstered in red, has had reconditioned engine fitted; £385.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [8128

GATEHOUSE offer 1937 Ford 8 4-door saloon, £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [4115

225 gns.—Ford 8, (Nov. 1937), saloon, black, green upholstery, good condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Ford Anglia (August, 1946), 8hp saloon, black, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8448

1939 Ford 8 sun saloon, recondition engine recently fitted, taxed, excellent condition, recellulosed, guaranteed; £385.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8096

1950 Ford Anglia, 9,000, leather; £750.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8862

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

1949 Ford Anglia, 13,000 miles, taxed, faultless; £675.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [8493

1949 Ford Anglia, finished in green with green leather upholstery, 2,000 miles, as brand new; £775; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [7460

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1951 re-built Ford 8 Anglia carrying with it 100% A.A. Report, run just over 1,000 miles, practically as new, bargain £695.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [6594

ANTHONY CROOK offers 1949 Ford 8hp Anglia, one owner, black, loose covers, very good condition throughout.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [6390

A NEW car (practically), first registered June 20, 1950, Ford Anglia, absolutely unblemished, mileage 7,684, mist green with beige leather, a really perfect car; £777 10; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. (Tel. Watford 4491.) [8173

£275.—1937 (December)) Ford 8 saloon, original coachwork, carefully maintained, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7137

£355.—1939 Ford 8 saloon, excellent condition, replacement engine, genuine bargain; choice of three.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7184

570gns.—1948 Ford Anglia saloon, black, leather, reconditioned engine (February, 1951) immaculate condition; £195 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [8743

1946-7 Ford 8 saloon, beautifully finished in the original and unblemished black with maroon interior, works engine recently fitted, only just run-in, this car is in really superb order, fitted many extras including new loose covers, chrome spotlamp, extension gear lever, chrome locking petrol filler cap, chrome exterior mirror, taxed for the year, complete and original tool kit, this car will average over 40 mpg; open to any examination; terms and exchanges; a genuine bargain; £495.—Maidstone Engineering Co., Cross St., Pendleton, Salford, Manchester. Tel. Pen. 3457. [6308

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon, not before 1936.—Tel. Gra. 2530. [7926

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0840

FORD (10 h.p.)

DICKS.

1948 Ford 10 saloon, definitely unmarked; £750.

1949 Ford 10 saloon, carefully used; £725.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [6346

CAR MART, Ltd.

1949 Ford 10hp Prefect saloon, 11,000 miles; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8616

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, green with brown leather upholstery, fitted with a specially tuned engine, including aluminium head twin carburettors, etc., also radio, heater, special wheel covers and bumpers, 2,000 miles; £975.

1950 Ford Prefect saloon, green with green leather upholstery, 10,000 miles; £945.

836/842, High Rd., N.12. Hillside 0024. [8112

PHILIP RICKARDS, Ltd., offer:—

1949 Ford Prefect saloon, black, 1,200 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [8085

PALMERS MOTORS, Ltd., offer:—

1947 Ford Prefect saloon; £665.—53, York St., Twickenham. Popesgrove 1890. [8489

C.M.I. CAR SALES (Pri. 6623) offer:—

1948 model Ford Prefect 4-door saloon, recond engine, one owner.—Swiss Cottage, Finchley, N.W.3. [3125

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEPTEMBER, 1948, Ford Prefect, black, in excellent condition; £775.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [6683

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Ford Prefect saloon, colour black, brown leather interior, fitted radio, wheel discs, spotlights, roof luggage carrier, small mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [8124

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 (October) Ford Prefect saloon, black, brown leather, one owner, excellent condition; £895.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [7444

FORD (10 h.p.)

1949 Prefect saloon, spotless; £845.—Mitchell, 1, Balham High Rd., S.W.12. Balham 2234. [8859

1949 (Sept.) Ford Prefect saloon, leather, 11,700 miles; £885.—Cranmore, Tel. Potters Bar 2040. [5155

1949 Ford Prefect sal., 12,000m.; £895.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. [8846

1946 Ford Prefect saloon, excellent condition; offers; inspection and trial arranged.—Box 3251. [8755

1938 Ford 10 saloon, black, 4-door, all new tyres, engine and shock absorbers original throughout; £365.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [8388

1950 (Nov., 1949) Prefect, black, carefully used and serviced; £850.—Campbell Symonds, Wembley 6262. [7155

1200 miles, 1949 (May) Ford Prefect saloon, black, brown leather.—Ernest Sutton. Tel Rogate 4 (trade only). [8628

1950 (July) Ford Prefect, black, leather upholstery, as new; £865.—Grove Motors, North Rd., Southall 3477. [8154

£425.—Ford Prefect d/h coupe, 1939, a really excellent car mechanically, original throughout; many others.

BENMOTORS, 1 Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [7881

1948 (Sept.) Ford Prefect saloon, black, loose covers, reconditioned engine, taxed excellent condition; £745.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [3283

1949 Ford Prefect, excellent condition, very good value; £865.—Pantiles Service Garage, London Rd. Guildford 5326. [4132

1949 Ford Prefect sal., green, 4,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [8075

ARTHUR E. GOULD, Ltd., 290-298, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

1938 Ford 10 saloon, 4-door saloon, excellent condition; £345 or offer.—King's Motors, 1, High St., Hounslow. Tel. 5532. [8183

1947 Ford 10 4-door saloon, almost spotless, one owner; £660.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8484

1949 Ford Prefect saloon, black, leather, low mileage, £695; also 1948 Ford Prefect, black, reconditioned engine recently fitted, £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4680

1948 Ford Prefect saloon, black, excellent condition; £725.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Mdx. Waxlow 1891. [8053

1947 Ford Prefect saloon, one owner, excellent condition, taxed year; £660.—J. R. Bradford, Dunmow Rd., Bishop's Stortford. Tel. 335. [8306

1949 Ford Prefect sln., low mileage, a really nice car; £845.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8656

£250.—1938 Ford 10 tourer, one owner, requires respray, taxed, unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8805

1948 Ford Prefect sal., 20,000 miles, beige, brown leather, 1 owner, ex. cond.; £740.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [8002

1946 Ford Prefect saloon, black/brown leather, recon. engine, exceptional condition; £595.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Mdx. Waxlow 1891. [8054

1947 Ford 10 saloon, leather upholstery, in exceptionally fine condition throughout, outstanding bargain: £675.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7744

1948 Ford Prefect saloon, black, brown leather, one owner, very clean, any inspection invited; £765.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8275

1950 model Ford Prefect, black, leather, covers, heater, one owner; £895; choice of two.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-6. [4093

1950 Ford 10hp Prefect, used two weeks only, guaranteed, 700 miles only, stored since delivered, beige with brown hide upholstery; first £950.—Smith, 82, Framingham Rd., Sale, Manchester. [8691

1949 (June) Prefect saloon, black, one owner, 19,000, immaculate, regularly serviced, mechanically perfect.—Apply, 36, Colyton Rd., East Dulwich. Calls after 7 p.m., week-days only; £825; offers. [8349

£295.—Ford 10hp new-type saloon, 1938 series, smart modern appearance, sound coachwork, interior upholstery a little off colour, runs particularly well however and is definitely worth the money.—See below.

£845.—1949 Ford 10 Prefect saloon, 1 owner since new, fitted heater and demisting unit, beautiful condition, genuine low mileage model.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part exchanges; free delivery anywhere in the United Kingdom; write for our post free catalogue. [8704

1949 (Aug.) Ford Prefect saloon, black, green leather, one owner, exceptionally well maintained, new Dunlops; £795, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [8617

TANKARD & SMITH, Ltd., offer: 1949 (October) Ford Prefect saloon, green with brown leather upholstery, nominal mileage, condition excellent; £875; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [7091

£775.—Ford 10hp Prefect saloon, black with fawn cloth, run only nominal mileage, reconditioned engine, bluemel spring steering wheel, gear lever extension, special air cleaner, particularly well-kept car.—Robbins, East Putney. Tel. 4581. [8420

675gns.—Ford Prefect (July 1948), 10hp 4-door saloon, black, unworn tyres, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8449

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0855

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0729

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0861

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 (March) Ford Pilot saloon, colour green with beige leather upholstery, heater and radio, twin spot lights and loose covers fitted; £1,295.

1950 Ford Pilot, green, leather upholstery, 12,093 miles; £1,295.

1949 Ford Pilot saloon, blue with blue leather upholstery, mileage 21,830; £1,195.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7144

CAR MART, Ltd.

1950 Ford Pilot saloon, 6,000 miles; £1,395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8611

H. A. SAUNDERS, Ltd., offer:—

1950 Ford V.8 Pilot saloon, black with beige leather upholstery, radio, heater, etc., 10,000 miles; £1,395.

836/842, High Rd., N.12. Hillside 0024. [8106

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, black, brown leather radio and heater, 11,000 miles.

1950 Ford Pilot V.8 saloon, black, brown leather heater, 9,000 miles.

WARWICK WRIGHT, Ltd., New Bond St., W.1. Mayfair 9761. [7743

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Ford V.8, green with grey cloth, 19,000 miles; £965.—Radlett 6167. [7437

ALLAN TAYLOR MOTORS, Ltd., offer:—

DECEMBER, 1935, Ford V.8 saloon, very sound, taxed; £350.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [6684

GORDON CARS (LONDON), Ltd., 1950 Ford Pilot saloon, black.—Below.

GORDON CARS (LONDON), Ltd., 1950 Ford Pilot saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8525

1950 Ford Pilot V.8, perfect condition, one owner, Reg. Feb. 1950, blue and blue leather.

HUGHES of Bournemouth, 34, Poole Hill, Bournemouth. Tel. 4569. [7917

1949 Ford Pilot, black/brown hide upholstery, first-class condition throughout; £1,095.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [7884

1949 Ford Pilot saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/5406. [8081

1938 Ford V.8 81A saloon, fitted new engine; bargain, £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [7666

FORD V.8 91A 4-door saloon, one owner since 1946; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9552

GOLDERS GREEN.—H. A. Saunders, Ltd., 1949 Ford V.8 Pilot saloon, black beige hide, radio, heater; £1,055.—144, Golders Green Rd. Spe. 0011. [8564

FORD Pilot, blue, leather, heater, mileage 6,000, as new throughout; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [6168

1949 Ford Pilot saloon, black, leather upholstery, fitted radio, as new throughout, perfect condition; £1,100.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2480

1949 (May) Ford Pilot, 12,000 miles, radio, heater, taxed year, black and brown leather, indistinguishable from new; £1,125.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3431-2. [8682

395gns.—Ford V.8 (June, 1938), 30hp 81A 4-door saloon, black, radio, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8450

1949 (July) Ford Pilot saloon, black with brown leather upholstery, 4,000 miles only, 1 private owner since new, fitted radio, heater, this car is quite outstanding in every respect and the condition could be held consistent with 1,000 miles.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Tel. Vigilant 1121. [8746

CAMDEN MOTORS.—Ford V.8 30hp 6-seater touring saloon de luxe, 1948, dark green with grey interior, reconditioned engine fitted April 1951, total mileage 4,675, new tyres and battery, steering and brakes overhauled, a fast, powerful car, privately owned since new and in first-class order; £425.

CAMDEN MOTORS.—Ford V.8 saloon, 1940 model, with steering column gear change, heater and post-war type demisting, upholstered throughout in leather, American tailor-made loose covers, very modern appearance, exceptional opportunity at £445.

CAMDEN MOTORS.—Ford Pilot saloon, March 1948, full de luxe model with H.M.V. press button radio, heater and leather upholstery, genuine one owner car since new, 17,000 very careful miles; £975.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Over 400 cars for inspection and immediate purchase; part exchanges, hire purchase, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; write for our post free catalogue. [8705

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

1939 91A shooting brake. £635; 1935 drop head coupe. £550; 1934 saloon. £275; all directors' cars in immaculate condition, regularly maintained.—Tel. Croydon 6178 or Sanderstead 5128. [8832

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards. Wembley 6691-2. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Ford Pilots.—173, Westbourne Grove. W.11. Bay. 4274. [8622

UTILITY FORD OR OTHER BODIES

1939 Ford 10 utility, very good condition; £350

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [8545

£595.—Ford V.8 utility, special Canadian built model, modern type frontal design, first registered 1946 with gear lever and steering column, 4 doors and full 6-seater, drop tail board; this vehicle is ridiculously cheap and looks a million dollars, 3 months' guarantee, hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [8797

195 gns.—Ford V.8 registered Oct. 1946, 33hp Canadian 4-door 6-seater utility, R.H.D., wood body, removable rear seat, glass all round, drop tail-board, steering column gear change, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8451

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

C. & S. MOTORS offer:—

1939½ Ford Prefect drop head coupe, new engine, good order throughout; £369, or £123 deposit.

1937 Ford 8 saloon in good condition, reconditioned engine just fitted, nice car; £219 cash or terms arranged.

1938 Ford 10 saloon, very good mechanical condition; £295, or £95 deposit.

1933 Ford 8 saloon, mechanically good, body rough; £135 cash.

C. & S. MOTORS, Ltd., Dudden Hill Lane, Neasden, London, N.W.10. Gladstone 8605-6. [8689

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—138, King's Rd., S.W.3. Tel. Flax. 4801-3. [0578

Ford Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938
W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2765. [0823

POST-WAR Ford cars wanted urgently; mileage under 15,000, must be in very good condition.

OFFERS to:—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6398

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 5586. [8261

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198 Kings Rd., S.W.3. Flaxman 4801-3. [8016

Ford Spares and Service

NORMAND Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND Ltd., 405-9 King St., W.6. Riv. 5665. [0338

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4133 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235) main Ford dealers, service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0385

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

BARTLETT.—Frazer Nash-B.M.W. 327/55 coupe, F.N.-B.M.W. 326 coupe; F.N.-B.M.W. 326 saloon; F.N.-B.M.W. type 45 saloon, £275.—27a, Pembridge Villas, W.11. [8283

Frazer Nash-B.M.W. Cars Wanted

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [8297

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

CATALOGUES and details on request.

1950 Healey Silverstone sports 2-str., red, excellent throughout.

1950 Healey roadster 4-str., silver blue, speedometer reading 10,000 only; one owner; immaculate.

1950 Healey Elliott saloon, silver green, speedometer reading 12,000 only; one owner; immaculate.

1949 Healey Sportsmobile 4-str. drop head coupe, silver.

1949 Healey Elliott saloon, small mileage, maroon.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [8199

1948 (June) Elliott 2-door saloon, blue with blue lthr.; £1,550.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7935

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2-4-seater fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance; bargain.—Flaxman 0052/7253/7154. [9780

1949 Healey 2½-litre super streamlined 2/4-seater drop head coupe, in silver mist green cellulose, light fawn upholstery with light fawn mohair hood, radio; the most attractive car, costing well over £2,000; terrific performance, over 100mph; £1,650; exchanges.—Selsdon Road Garage, 54, Selsdon Rd., Sth. Croydon. Cro. 5470. [6467

BARTLETT.—Healey 1947 Standard 4-seater tourer, a similar car to the successful Mille Miglia car raced by the works, speed in excess of 100 mph, 27-30 mpg, superb road holding and suspension, speedometer reading 21,000, wireless, year's tax, cost approx. £2,300, exceptional value, £975. Also 1948 Elliott saloon, £1,475; actual Le Mans saloon, £1,385.—27a, Pembridge Villas, W.11. [8281

Healey Cars Wanted

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [8288

HILLMAN 10

DICKS.

1947 Hillman 10 saloon, most immaculate, numerous extras; £775.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [7688

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, 9,000 miles; £1,165.

1949 Hillman Minx Phase III saloon, 13,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8606

ELITE MOTORS offer:—

1948 Hillman Minx Phase II d.h. saloon, speedo reading 22,000, the whole car faultless; £849.

1947 Hillman Minx foursome drop head coupe, Masteradio, speedo reading 28,000, engine now being reconditioned, really attractive appearance; £775.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [8386

RUSSELL MOTORS offer:—

1947 Hillman Minx, moderate mileage, excellent throughout.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [7142

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, fawn with red leather upholstery, 6,000 miles, £1,075.

836-842, High Rd., N.12. Hillside 0024. [8104

GLANFIELD LAWRENCE offer:—

1938 Hillman Minx drop head coupe, black, new hood; £455.—407, High Rd., N.12. Finchley 0091. [8715

CHARLES RICKARDS, Ltd., offer:—

1949 Hillman Minx saloon, phase IV, finished green with brown leather, mileage 8,900, spare unused; faultless condition throughout; £1,045.

1948 Hillman Minx drop head foursome coupe, finished grey, one owner, genuine 10,700 miles since new, exceptional condition; £925.

ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [7994

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx Mark III saloon, black, brown leather, 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7739

WADDINGTON MOTORS, Ltd., offer:—

1949 Phase III Hillman saloons, moderate mileage and in perfect order throughout; from £985.—Fortune Green Rd., N.W.6. Ham. 2211. [5087

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Hillman Minx Mark IV saloon, black, red leather upholstery as new.—Swiss Cottage, Finchley, N.W.3. [2112

1948 Hillman saloon, black, low mileage, excellent condition; £825.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [7770

HILLMAN 10

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Hillman Minx Ph. III, beige with brown leather, 10,000 miles; £1,050.

1950 Hillman Minx Ph. IV, green with red leather, 24,000 miles; £1,065.—Radlett 6167. [7486

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase II coupe, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8524

1946 Hillman Minx saloon, black, leather upholstery, very clean; £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4682

1949 (August) Minx Phase III saloon, 15,000 miles, fitted loose covers; £985.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [8409

1947 Hillman Minx sun saloon, taxed, excellent condition, guaranteed; £725.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8098

1947 Hillman Minx, black, excellent condition; £700; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [8474

1949 Hillman Minx Phase III saloon, blue with blue cloth, mileage approx. 18,000.

WILL SHORT, Ltd., 2-4, St. Cross Rd., Winchester. (Tel. Win. 2398.) [7015

GOLDERS GREEN; H. A. Saunders, Ltd.—1949 Hillman Minx Phase IV saloon, green; £1,050.—Below.

1950 Hillman Minx Phase IV saloon, blue blue; £1,095.—144, Golders Green Rd. Spe. 0011. [8572

1939 (March) Hillman Minx saloon, S.H., in black, red leather upholstery; £395.—Below.

1948 (June) Hillman Minx foursome drop head coupe in black, excellent condition, very attractive; £850.

G. & C. MOTOR GARAGES, Canning Rd., Wealdstone, Middx. Harrow 3432. [7001

HILLMAN Minx 1938 model, sound and clean; £280.—125, Woods Lane, Derby. Tel. 2349. Terms, etc. [8299

1950 (June) Hillman Minx, 15,000 miles, £75 extras, unmarked; £1,100.—Hills, Kensington 4020. [8867

£395.—Hillman 10 1939 4-dr. sln., leather interior, sldg. roof, good mechanically, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube.) [7679

1949 Hillman Minx Phase III 4-door saloon, colour grey, blue upholstery, wireless and heater, taxed year; 949gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [8397

1940 Hillman Minx saloon in excellent condition; £485.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [7771

1942 Hillman Minx, black blue, reconditioned engine, new tyres, 6 months warranty; £535.—Haskins, Ladbroke 1155. [6093

£555.—Hillman Minx de luxe saloon, first registered 1946, excellent bodywork, mechanically 100% genuine bargain.—Below.

£455.—1939 Hillman Minx de luxe saloon, excellently maintained, first-class mechanically and genuine bargain at the price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [8799

1947 Hillman Minx left-hand drive 4-door sun saloon, colour blue, upholstery to match, genuine low mileage; 669gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [8404

1939 Hillman 10 drop head coupe (luxe), blue, black, excellent condition, 6 tyres; £445.—Yew Tree Farm, Chalton, Beds. [8335

1949 Minx Phase III, black, immaculate condition, low mileage; £985.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8561

1938 Hillman Minx foursome drop head coupe, resprayed black, brown leather upholstery, taxed year, mechanically sound; 399gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9401

HILLMAN Minx Phase IV saloon, black, mileage 17,549; first registered September, 1949; £1,025.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [8290

1948 Hillman Phase II saloon, grey, 14,000, immaculate; £815.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [8426

1949 Hillman 10 saloon type III, exceptionally good condition, nominal mileage.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [1722

1936—37 Hillman Minx 10hp saloon; £365, or 30 monthly instalments of £14 14 5.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [7927

1947 (Reg. 1946) Hillman Minx estate car, finish grey, excellent condition throughout; £715.—Pantiles Service Garage, London Rd., Guildford 5326. [6143

1939 Hillman Minx drop head coupe, taxed year, client having been quoted £75 for overhaul and respray will dispose of car in its present condition; £335.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [3674

1949 (November 1948) Hillman Phase III saloon, beige in excellent condition throughout; £975.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3917

£695.—Hillman Minx 10hp de luxe saloon, black, sliding roof, run only nominal mileage and in beautiful condition throughout.—Robbins, East Putney. Tel. 4581. [3419

1948 Hillman Minx saloon, Phase II, low mileage, condition as new; £865.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4029

1947 Hillman drop head coupe, 10hp, excellent condition, mileage 31,000; nearest £725.—A. V. North & Co., Ltd., Timber Importers, Alexandra Dock, Grimsby. Tel. 55[illegible] [8316

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

DROP head coupe Minx (April, 1948), 18,000 miles, blue with blue leather upholstery, in original condition; £875; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [7158

345 gns.—Hillman Minx 1938 model 10hp de luxe 4-door saloon, sea green, sliding head, green leather with loose covers, very good condition; terms, exchanges.—Rowland Smith, below.

450 gns.—Hillman 10 registered 1951 5-seater estate car, fold-flush rear seats, sliding glass windows, rear entrance, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8454

1950 (Sept., 1949) Hillman Mk. IV saloon, dove grey, red leather, radio, Rimbellishers, wing mirrors, 9,000 miles; £1,125; after 7 p.m.—100, Ribblesdale Rd., Streatham, S.W.16. [8370

1948 Hillman Minx 1,185cc black saloon, mileage 27,000, one owner, excellent condition throughout, guaranteed; £850.—Audus, 28, St. Catherine's Rd., Grantham. Tel. 1258. [8823

VERY sound chassis under 4-seater drop head body, Hillman Minx, first licensed 20th October, 1938, maroon with leather upholstery, cellulose excellent; open to any trial; £475; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [8166

1948 (May) Minx 10hp Phase II drop head coupe, blue, Radiomobile, loose covers, one private owner, low mileage, magnificent throughout; £797 10.—348, King St., Hammersmith. Riverside 2837 8. [8812

1949-50 Phase IV Hillman Minx saloon, black, brown leather, heater, de-froster, fog lamp, taxed, genuine mileage 11,000; £1,095.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3431-2. [8683

1950 (July) Phase IV Hillman Minx, 7,000 miles, one owner, suede green, red leather, fitted panel radio; this car is as brand new; offered with any examination; £1,175.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7340

£975—Phase III Minx, July 1949, black, beige leather, loose covers, one owner, small mileage, the whole car in superb condition, representing exceptional value at the price; choice of 3 other Phase IIIs and 3 Phase II drop heads and saloons from £425; write for post-free catalogue to:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2341 (5 lines). Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. [8707

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx phase II drop head foursome coupe in blue with leather to match; moderate mileage only; beautiful condition; £850; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801 3. [8011

HILLMAN 20

1937 Hillman 20 saloon, roomy 5-seater, absolute bargain; £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [6613

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

ROOTES Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

POST-WAR Hillman cars wanted urgently; mileage under 10,000; must be in very good condition.

OFFERS to:—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6397

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8644

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 4168. [0792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0862

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

Hillman Spares and Service

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1182. [0676

Hillman Spares and Service

NORMAND Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND Ltd., 405-9 King St., W.6. Riv. 5665. [0537

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0387

HISPANO-SUIZA

HISPANO-SUIZA, 37.2, first regd. 1933 (believed older), running order; offers for whole vehicle or spares.—Kirton (Honiton), Ltd., Teignmouth Rd., Torquay. [8234

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires

1937 3½-litre Hotchkiss 4-door saloon, blue with blue cloth upholstery, recently overhauled and in exceptional condition.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. [3112

CHIPSTEAD MOTORS, Ltd., offer.—

PARIS-NICE sports saloon, late 1939, gunmetal with blue leather, radio, heaters, passlamps, stoneguards, etc., car in new condition, and literally indistinguishable from 1950 model.

GRAND sports foursome drop head, late 1938, showroom condition throughout, dual grey with red leather, very fast.

PARIS-NICE special Lancefield 2-door saloon, late property of film star, 1936 model, maroon with beige leather, two owners.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [7105

195 gns.—Hotchkiss 1931 3-litre foursome sports coupe, black, brown leather, rear luggage trunk, good tyres, very carefully used, exceptional condition; cost over £600; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8455

1934-5 Hotchkiss 2½-litre 4-seater sports, black, red hide, genuine 23,000 miles only, full history available from when the chassis was imported to this country in August 1934; definitely an outstanding and unique car; £575.—Peter Bantock Car Sales, 37-39, King Street Parade, Twickenham, Middlesex. Popes Grove 7447-7050. [8721

Hotchkiss Cars Wanted

4-seater saloon or drop head wanted by private owner; please send full particulars.—Box 3248. [8753

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties offer:—

NEW and unused H.R.G. cars available for immediate delivery.

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H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0594

HUDSON

DICKS.

1939 Hudson 22hp coupe, most attractive car; £495.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5607

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, left-hand-drive, colour grey, speedometer reading 16,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8134

£165—Drop head foursome coupe Hudson 8, exceptionally smart.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [7930

1938 21hp Hudson drop head coupe, in first-class condition throughout; £495.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874 5. [7923

1937 16hp Hudson Terraplane limousine, seven seats, excellent hire car. One owner; £375.

GEE CARS, Ltd., 60-62, Queenstown Rd., London, S.W.8. Mac. 3363. [7022

1949 first registered, Hudson Superaix, one owner, 16,000 miles, immaculate.—Popesgrove 2253. [5339

1950 Hudson Pacemaker, 4-door, green, radio and air conditioner, white wall tyres, low mileage, spare unused, h.p. terms and exchanges.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [7152

1938 Hudson 8 saloon, two spare wheels, twin spots, 1,000 miles since overhaul; £300.—26, Windsor Crescent, South Harrow, Byron 4632. [8364

1942 Hudson Commodore (first registered 1947), radio, heater, etc., £10 tax; £850.—Coleman, Hemingford Lodge, London Rd., North Cheam. Fairlands 8744. [5140

1939 Hudson 22hp saloon, in beautiful condition throughout, leather upholstery; £525.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3048. [7448

£295—1938 Hudson foursome drop head coupe, maroon, radio, etc.; beautiful runner, good tyres, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8806

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson from 1937 onwards. Wembley 8691-2. [0961

HUDSON 1939 40 17hp saloon urgently wanted for special client.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1469

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins Twickenham. [0868

HUMBER

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8158

CAR MART, Ltd.

1949 Humber Hawk saloon, heater, 5,000 miles; £1,675.

1949 Humber Super Snipe saloon, 14,000 miles; £1,695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8607

H.W. MOTORS, Ltd.

1948 Hawk, black-brown, one owner, unmarked condition; £1,225.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [7765

W. J. BROWN, Ltd.

1948 Humber Hawk saloon, colour black, excellent condition throughout; £1,190.

W. J. BROWN, Ltd., Ford Main Dealers, 330, Finchley Rd., N.W.3. Hampstead 4414. (Adj. Finchley Rd. Station.) [8866

MONTROE MOTORS offer:—

1939 Humber Snipe 27hp saloon, black, excellent condition; £495.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8819

RUSSELL MOTORS offer:—

1950 (July) Humber Hawk saloon de luxe, 455 miles only.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [7141

TOM GARNER Ltd., offer:—

1950 Humber Super Snipe Mark II saloon, black with brown leather, heater, loose covers, rimbellishers, etc., 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6. [7993

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Imperial 27hp saloon, green, brown leather, heater, 11,000 miles.

1950 Humber 27hp touring limousine, black, brown leather, radio and heater, 7,000 miles.

1949 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 5,000 miles.

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7738

S. G. SMITH (MOTORS), Ltd., offer:—

1950 Humber Hawk, mileage 8,000, fawn with brown leather upholstery, indistinguishable from new; £1,725.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [8347

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Humber Snipe saloon, nominal mileage, outstanding condition, £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6707

ACE SERVICE STATION (LONDON), Ltd., offer:—

HUMBER Hawk 1947, black, brown interior; £950.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8718

1948 (Sept.) Humber Snipe saloon, 1 owner, 7,000 miles; £1,450; also

1946 Humber Hawk 14hp saloon, splendid condition; £895.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8539

£125—1933 Humber 17 4-door de luxe saloon, ideal holiday car.—Below.

£295—1936 Humber 27hp drop head coupe, immaculate condition, a really impressive car at moderate outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8810

HUMBER Hawk, reg. Dec., 1948, perfect condition; fitted radio, and loose covers.

HUGHES OF BOURNEMOUTH, 54, Poole Hill, Bournemouth. Tel. 4569. [7919

HUMBER Super Snipe, mist green, fawn hide, supremely lovely car; exchange Rolls, Bentley, etc.; terms.

SWANMORE GARAGE, 1178-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7983

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

GORDON CARS (LONDON), Ltd.—1950 Humber 27hp touring limousine, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8527

HUMBER Super Snipe, black, 16,000 miles, immaculate condition; £1,275.—13, Westmead Ave., Wisbech. [8318

1950 Humber Hawk saloon, quite as new.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [8080

1950 Humber Hawk, radio, heater, negligible mileage.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8090

1947 Humber Super Snipe saloon, black with brown leather; £1,075.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8176

1947 Humber Hawk saloon, black and fawn upholstery, fitted radio, small mileage, in exceptional condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7506

HUMBER 21hp saloon, black, in exceptionally good condition; £750.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2560. [2565

1946 registered Humber Pullman saloon, 7-seater with partition, recellulosed and upholstered to customer's choice; £775.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [7795

1950 (April) 27hp Humber Super Snipe saloon, steel grey, grey leather, radio and heater, one owner, spare unused; £1,925.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4922

1949 Humber Hawk, 4,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8246

£125 to clear.—Sept., 1935 ('36) Humber 12 sal., runs well.—On view 298, Wandsworth Bridge Rd., S.W.6. Ren. 4484, 9.30-5 p.m. [8496

1949 Humber Super Snipe, met. grey; £1,575; (also 1947 model).—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8847

9000 miles.—1949 (Feb.) Humber Super Snipe saloon, black, brown leather, radio, heater.—Ernest Sutton. Tel. Rogate 4 (trade only). [8632

GOLDERS GREEN, H. A. Saunders, Ltd.—1950 Humber Hawk saloon, green/brown hide, 12,000 miles; £1,490.—144, Golders Green Rd. Spe. 0011. [8573

1949 Humber Super Snipe, black, 12,000 miles, immaculate; £1,525.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [8427

1950 (July) Hawk, as new, mileage under 500, stored 11 months, not taxed 1951, heater; £1,750.—Hayes, 20, Grosvenor Gardens, S.W.1. Sloane 1714. [7311

1947 Humber Hawk black saloon, excellent condition, loose covers, new tyres, one owner; £900 or best offer.—Goodsell, 82, Victoria St., S.W.1. Vic. 8701. [8042

1948 first registered Humber Super Snipe Utility, large ash body, £10 tax; £295.—Dudley & Cobbold Automobiles, 206, The Broadway, Wimbledon. Liberty 5576. [8727

425 gns.—Humber Super Snipe, April, 1939, 27hp de luxe 4-door saloon, black, sliding head, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Humber Pullman 1936 27hp 7-seater double-enclosed limousine, black, front leather, rear cloth, winding division, face-forward occasionals, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8456

1950 June Humber Super Snipe Tickford convertible, H.M.V. radio, heater, taxed, as new, 12,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8000

1947 Humber Snipe 18hp saloon, finished maroon, just had complete mechanical overhaul, new tyres; £1,150.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8778

1950 (January) Humber Super Snipe Tickford coupe, mileage under 10,000, condition immaculate.—The Administrators of William Rushforth (decd.), 31, Mosley St., Newcastle-on-Tyne, 1. [8625

1950 series (December 1949) Humber Hawk, absolutely indistinguishable from new, colour black, leather throughout, heater, taxed year; £1,575.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3431-2. [8684

TANKARD & SMITH, Ltd., offer 1949 Humber Super Snipe in metallic grey with grey leather to match; one owner since new, speedometer reading 20,000 miles only; fitted heater, radio and loose covers; unmarked and in new condition throughout; £1,575; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801/3. [8010

£1895—Humber Pullman. We offer to discerning hire concern a magnificent Humber Pullman 27hp enclosed limousine Phase II 1949 model, first registered May of that year, with steering column gear change, headlamps built into wings and all the latest type features, the whole car in such condition that it can literally be described as almost equal to brand new; this particular Pullman has had one private owner only right since new, and has never at any time been licensed or used for hackney or similar purpose; the condition of the black and chrome coachwork shows obvious signs of the most scrupulous maintenance—all interior fittings and furnishings have the appearance which one usually associates with a brand new car—the face-forward occasional seats themselves do not appear to have been used at all; the recorded mileage of 10,100 and the general appearance of the car give a clear indication of the mechanical order which—in our opinion—is quite equal to any 1949 Pullman on the road to-day; offered with a written guarantee.

FOR further selection of limousines and other hire cars—see our quarter-page advert in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase. Part exchanges. Write for our post-free catalogue. Free delivery anywhere in the United Kingdom. [8706

HUMBER

ROSE & YOUNG, Ltd., offer: 1949 Humber Super Snipe saloon, low mileage, fitted H.M.V. radio, loose covers, metallic grey; £1,375.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8771

NAYLOR & ROOT, Ltd.—1949 Humber Hawk saloon, mist green, brown leather upholstery, 7,000 miles, as new; £1,495; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [8688

LIMOUSINES 1946/47/1948, partition, widest occasionals, black, exceptional carriages, carefully maintained, certified mechanically, reasonable cost.

1950 Limousine Pullman, partition, forward seats, small mileage, original magnificent order. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [8149

Humber Cars Wanted

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ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0750

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8258

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

INVICTA

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:

1948 Invicta Black Prince drop head foursome, cream and brown, immaculate condition; £1,595. [8675

BLACK Prince model Invicta 4-door saloon, very low mileage, immaculate inside and out, cost approximately £3,000, open to R.A.C. examination; accept £1,575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6677

Invicta Cars Wanted

PRIVATE advertiser desiring Invicta Black Prince d.h. coupe for personal use would like to hear of owner prepared to sell or exchange for high class 1950 car.—Box 5252. [8756

Isotta-Fraschini Cars Wanted

GOOD price for Isotta-Fraschini, urgently required, good condition, state particulars to—Merchiston Motors, Merchiston Mews, Edinburgh, 11. [8060

JAGUAR

H

HENLYS Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0021).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1950 Jaguar Mark V 2½-litre saloon, heater, 10,000 miles; £2,275.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8613

JAGUAR

DICKS.

1938 Jaguar 100 2-seater, definitely in really superb order, undoubtedly the best example of this make in the country.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [7686

BROWN'S for Jaguars.

1940 model Jaguar 3½-litre saloon de luxe, completely reconditioned engine just fitted, bodywork and interior in post-war condition; £735.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [8132

KENTISH & THOMSON, Ltd.

1947 Jaguar 1½-litre special equipment saloon, black, fitted heater and Ace discs, small mileage; £1,025.

564-566, Wickham Rd., Shirley, Croydon. Springpark 3477. [7441

BROOKLANDS for individuality.

1949 Jaguar 3½-litre saloon, suede green; speedometer reading 9,928.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [8200

PHILIP RICKARDS, Ltd., offer:—

1950 3½-litre Jaguar saloon, black/brown, condition as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8084

CHARLES FOLLETT, Ltd., offer:—

1950 Jaguar Mk. V saloon, black, beige leather, 1 owner, radio, 16,000 miles, excellent condition throughout; £2,250.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [8231

WARWICK WRIGHT, Ltd., offer:—

1950 Jaguar 2½-litre Mark V saloon, grey, grey leather, radio and heater, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7734

COOMBS & SONS (GUILDFORD), Ltd., offer.—

1947 Jaguar 3½-litre saloon, 18,000 miles, in perfect condition; £1,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8785

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (September) 3½-litre Mark V Jaguar, specially finished in most exclusive colour scheme, 10,000 miles, superb condition throughout; £2,150.

1948 Jaguar 3½-litre saloon, 22,000 miles, late type gearbox, superb condition; £1,350.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6705

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [5061

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:

1938 Jaguar 3½-litre saloon, black, complete overhaul 1950 costing £185, excellent order; £595.

1938 Jaguar 3½-litre drop head foursome, excellent condition (choice of two); £550. [8674

GORDON CARS (LONDON), Ltd.—1950 Jaguar Mk. V coupe, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.—Below.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8521

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8522

1938 2½-litre Jaguar, this car is in showroom condition, any trial; £475.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [7796

1939 S.S. 100 2-seater sports, specimen car, manufacturers reconditioned engine; £675.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8543

1937 Jaguar 2½-litre saloon, black; £335.—Robertshaw, 505, Tong St., Bradford. [8330

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3340.

1947 3½-litre Jaguar saloon; £1,195.—Lawton-Goodman, 36, North Audley St., W.1. [8554

1949 Jaguar Mark V 3½-litre saloon, fawn with red upholstery, exceptional condition; £2,150.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [4689

JAGUAR 3½-litre, September, 1947, saloon, colour black, fitted heater, etc.; immaculate condition; £1,195.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [8408

CASS'S MOTOR MART.—Mk. V 3½-litre Jaguar, 4,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [7602

£550—Jaguar 1½-litre 1939 d/h coupe, good mechanically, hood, carpets and interior as new; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [7677

MARK V Jaguar 3½-litre saloon, 11,000 miles, really faultless.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5706

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1950 Jaguar 2½-litre, radio and extra equipment, unblemished condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. * [8410

JAGUAR 3½-litre 1948, suede green, disc wheels, radio, immaculate; one owner; chauffeur driven; 26,210 miles; regular Henly servicing; £1,500.

APPLY, Sharman, 5 Victoria St., S.W.1. Abbey 5731/2. [7910

1947 1½-litre Jaguar saloon, colour black with red leather, 10,300 miles; £1,175.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8178

GOLDERS GREEN. H. A. Saunders, Ltd.—1949 Jaguar Mk. V saloon, black/brown hide, 11,000 miles; £1,875.—144, Golders Green Rd. Spe. 0011. [8574

JAGUAR 2½-litre late 1939 drop head foursome coupe, one owner condition; £525.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [8746

£1150—Jaguar 1947 2½ saloon, black, brown leather, fitted radio, heater, Ace discs, most carefully used, low mileage, as new; taxed Dec.

K. J. MOTORS, Ltd., Bromley, Kent. Tel. Rav. 3456. [7169

1948 (August) Jaguar 3½-litre drop head coupe, excellent condition; £1,285.—Park Garage (Molesey), Ltd. Hampton Court Way, Molesey. Tel. 4371. [8181

JAGUAR Mark V 3½ (Sep. 49), mist green, H.M.V., heater, etc., low mileage, supremely beautiful car; also Oct., '49, 2½-litre, black; passed 100% by Jaguars; exchanges; terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7982

1939 Jaguar 1½-litre saloon, black, fitted with radio, in very good condition throughout, any trial; £575.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8740

JAGUAR Mark V saloon, grey, new tyres, nominal mileage, June, 1949, £2,250.—Central Motor Co. (Birmingham), Ltd., Suffolk Place, John Bright St., Birmingham, 1. Midland 5938. [8363

1946 Jaguar 3½-litre sports saloon; many expensive extras including wheel discs; engine recently thoroughly overhauled; black with natural hide upholstery; £925.—Tel.: Pad 3075. [7024

1949 (March) Jaguar 3½-litre saloon, finished green with green leather, most immaculate condition; £1,395.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8780

TANKARD & SMITH, Ltd., offer 1936 Jaguar 2½-litre sports saloon, recently recellulosed black with red leather upholstery, in good all round condition; £295.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [7094

1950 (June) Jaguar Mark V de luxe saloon, green, green upholstery, immaculate condition, small mileage; £2,300; terms and exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [8116

1950 (Aug.) Jaguar Mark V, under 6,000 miles, perfect condition throughout, unused for last three months.—T. Burnett, The Cottage, Chorleywood Rd., Rickmansworth. Rickmansworth 2069. [8862

£365—1937 Jaguar 2½-litre open sports 4-seater, black, beautiful condition throughout, taxed, good hood and screens, a real performer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8806

425gns.—Jaguar 1939 2½-litre 4-door saloon, black, sliding head, red leather, wheel discs; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8461

1950 Jaguar 3½-litre Mark V saloon, 1st regd. 14/12/49, black with grey leather, heater, recorded mileage 7,273; very carefully used by one owner; £2,250.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [8235

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1938 model, but in the mechanical condition associated with a post-war car, complete mechanical overhaul this year including reconditioning of engine and other work carried out at a cost of nearly £200; special opportunity at £545.

CAMDEN MOTORS.—1½-litre 14hp sports saloon 1939, black, brown leather, fitted discs, etc., sound order throughout, 5 new tyres; £545.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1947, carefully maintained and driven, recent complete servicing by main Jaguar distributors; £995.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon 1946, late registration, fitted H.M.V. press-button radio, heater, demisting, dual Windtones and Lucas passlights, a very beautiful car, in tip-top mechanical order, moderate mileage; £995.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon 1936, very popular four-door model with sunshine roof, a fast powerful car with good tyres, exceptional value for money; £295.

CAMDEN MOTORS.—Jaguar 2½-litre saloon 1947, immaculately finished silver grey with grey leather, special equipment model with air conditioning, H.M.V. radio, etc., recorded mileage 17,650, looks even less; £1,145.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe 1939, a scarce and very desirable car, giving the remarkably high performance for which this model is so famous, offered at the amazingly low figure of £495.

CHOICE of four other 1939 saloon and drop heads.

CAMDEN MOTORS.—Jaguar Mark V saloon June 1950, genuine mileage 4,970, condition literally as brand new; £2,250.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [8694

Jaguar Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0243

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [7316

Jaguar Cars Wanted

H

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5 Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

XK120 Jaguar wanted.—A. F. Erskine, 63 Westfield Ave., Woking, Surrey. [6156

WEMBLEY COURT MOTORS, Jaguar main dealers, urgently require used Jaguar cars for cash.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3261

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. St. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8640

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8260

WANTED, 1939 1½- or 2½-litre Jaguar saloon.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [1742

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 8691-2. [0962

1946/8 Jaguar saloon urgently required, in good condition.—J. R. Inwards, Ltd., main dealers for West Middlesex. High St., Ruislip 3033-4-5. [0899

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [8481

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station

GREAT West Rd., Brentford (Ealing 3477)

SPARES and replacement engines for all models

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Pal. Grn. 1205/7173. [7317

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock, specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue Wembley. Arnold 1154-5. [0719

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad 8345. [061

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5013 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

JEEPS 4×4, Willys and Ford standard army-type 4×4, khaki, original, mileages under 1,000; write for leaflet.—Grant Motors, 122 The Avenue, London, N.W.6. Willesden 0119. [6526

AUTOWORK (WINCHESTER), Ltd., principal Jeep specialists; Jeeps and trailers, long-chassis utilities, spares and exchange units.—Station Hill, Winchester. Tel. Winchester 4834/3406. [8072

METAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20 mpg, optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

REBUILT and remodelled Jeeps to suit most purposes are available at our Finchley Road showrooms; prices ranging from £375 to £820.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [8567

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan, engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333 High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLANDS SMITH'S the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

AUTOWORK, Ltd., Winchester, principal Jeep stockists, all parts available.—Station Hill, Winchester. Tel. Winchester 4834/3406. [8075

METAMET for all Jeeps spares, exchange unit service; expert Jeep repairs, to order spares 'phone Hampstead 8231.—100d Belsize Lane, N.W.3. [0539

JOWETT

H

M

BENTLEY & PARTNERS, Ltd.

1950 model Javelin standard saloon; £1,135.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [5626

NEWNHAMS, Ltd.

1949 (Oct.) Jowett Javelin saloon, low mileage, carefully maintained.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5415

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, beige with red leather upholstery, 11,000 miles; £1,175.

836/842, High Rd., N.12. Hillside 0024. [8111

CHARLES FOLLETT, Ltd., offer:—

1949 Jowett Javelin saloon, black, beige leather, one owner, 22,000 miles, latest type engine, new tyres, exceptionally clean; £1,095.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5556/8. [8229

JOWETT 1936 10hp; £255.—3, The Drive, London Rd., Hatfield Peverel, Essex. [8834

LATE 1949 Jowett utility, genuine 10,000 miles, very clean; £550.—Buntings, Jowett Main Agent. Tel. Harrow 190 [7690

1949 Javelin 1½-litre saloon, one owner, low mileage, heater, taxed, almost as new, guaranteed; £1,175.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8004

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

1949 Jowett Javelin, turquoise blue, beige leather, radio, heater, original condition; £1,125.—Odeon Motors, Ltd., Barnet 4100. [5098

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war), Service. Tel. 1583. [0575

1949 Javelin de luxe saloon, black, 1 owner, excellent condition throughout; £1,150.—Buntings, Jowett Main Agent. Tel. Harrow 1908. [6715

1949 Jowett Javelin, 9,000 miles, radio, heater, one owner, fawn, exc. cond.—Tickford, Ltd., 4 Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8001

£1000—1950 model (Nov., 1949) Javelin saloon, beige, one owner, fitted heater, etc., new tyres; regularly serviced, perfect condition.—Box 3257. [8801

1949 Javelin saloon, cream and red leather, 14,000 miles, perfect, 3 months' guarantee; £1,075.—John Gray, 20 Hermitage Lane, N.W.2. Speedwell 1242. [6595

1950 Jowett Javelin de luxe saloon, turquoise blue, beige leather upholstry, recorded mileage 16,000.—Below.

1949 Javelin de luxe saloon, beige, red leather upholstery, an exceptionally nice specimen.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [8429

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502

1949 Jowett Javelin de luxe saloon, black, beige leather, radio, heater, 13,000 miles, very clean, any inspection invited, 3 month guarantee; £1,195.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8320

CLARKE'S OF PIRBRIGHT (near Woking and Guildford), Surrey.—We are main Jowett distributors and have guaranteed reconditioned Jowett cars available, including 1950 de luxe saloons, 1950 standard saloons, 1949 saloons, utilities and vans; 24-hour, day and night service with factory trained mechanics; sales staff available on week-ends; we are also officially appointed retailers and repairers of Rolls-Royce and Bentley cars.—Clarke's of Pirbright, Automobile Engineers, Pirbright, Surrey. Brookwood 2201 (3 lines). [0322

Jowett Cars Wanted

R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

COLLIVER-FISHER, Ltd., will always buy a Javelin.—Northwood, Middx. Tel. 777 (4 lines). [0300

ALMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 44 [0852

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7308

1948/50 Jowett Javelin saloon urgently wanted by Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. [8432

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0909

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3611. [091

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares, expert repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 1908. [0075

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1 Weston Park, and 84 Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents, over 28 years' Jowett experience, spares and service. [0759

LAGONDA

CAR MART Ltd.

1938 Lagonda V.12 4½-litre drop head coupe, 6 months' guarantee, £1,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8604

BROWN'S for Lagondas.

1937 Lagonda 4½-litre sports saloon de luxe, low mileage since complete overhaul by Lagonda's, exceptionally clean throughout. £825.—Brown's Garage, Loughton (Essex). 4119 (Tube). [8130

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration; catalogues on request.

1948 series Lagonda L.G.6 drop head 4-seater coupe, 15,000 miles only since makers' overhaul, immaculate car.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

1938 (first reg. 1940) Lagonda 4½-litre sports tourer, dice-tone beige, immaculate throughout.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [8201

CHARLES FOLLETT, Ltd., offer:—

1938 Lagonda 12-cyl. short chassis saloon, gunmetal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example. £1,450.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [8232

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), offer:—

1933 16-80 saloon, black and brown, very good condition throughout.

1934 4½-litre saloon, grey, chassis, coachwork and tyres in remarkable condition.

1935 3½-litre pillarless saloon, chassis been rebuilt and body repainted, exceptional car.

1938 4½-litre (independent suspension) saloon, chassis and coachwork recently completely overhauled.

1938 12-cylinder saloon, grey and green, now undergoing extensive check over throughout.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Walton 1562. [0267

1950 Lagonda 2½-litre saloon, as new throughout, mileage 6,000 only, colour black with beige leather; price £3,450.

APPLY Northampton Motor Services, Ltd., Northampton. Tel. 2862. [2856

LG6 Lagonda saloon, 1939, excellent history, passed out by Lagonda, Ltd.; probably the finest specimen obtainable; exchanges; terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7985

595 gns.—Lagonda, 1937 model, 4½-litre 4-door pillarless saloon, green, sliding head, grey leather, ace discs, Jackalls, windtone horns, good tyres, excellent condition, cost £1,125, terms; exchanges.—Rowland Smith, below.

395 gns.—Lagonda Rapide, 1935 (reg. 1936) 4½-litre pillarless 4-door sports saloon, black, sliding head, brown leather, unworn Dunlop tyres, windtone horns, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

325 gns.—Lagonda, Sept. 1935, 16-80hp de luxe 4-door saloon, fawn and black, sliding head, fawn leather, good tyres, carefully used, excellent condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8460

£520 Lagonda 4½ saloon, 1935, chauffeur-kept 15 years, genuine mileage 17,000, taxed year, five good tyres; rare chance to acquire £1,000 thoroughbred in perfec. condition.—Horley 909 (office), Pound Hill 3128 (home). [8559

Lagonda Cars Wanted

ROWLAND SMITH is the Lagonda buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models, service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type nor can offer specialised service.

273 London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

STRATSTONE, Ltd., Lanchester Specialists.

LANCHESTER 10hp saloon (Dec., 1946), black with brown leather, in excellent condition throughout. £1,025.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [8064

1937 Lanchester 14 Roadrider, recent £250 overhaul, tools available, tyres almost new, taxed, 24 m.p.g., whole car in exceptional condition. £450.—Hewes, "Ashfield," Marlborough, Wilts. Tel. 493, after 6.30 p.m. [8055

LANCHESTER

165 gns.—Lanchester 18 sports saloon, excellent condition.—Below.

225 gns.—1936 Lanchester 11 saloon, good condition.—Autoships, 5, Balham High Rd., Balham 1509. [7559

1939 Lanchester 14 Roadrider saloon, nice condition; £425; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7789

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

1935 Lanchester 10hp sports saloon, exceptional condition throughout, both coachwork and mechanically, oil consumption negligible and 25mpg. a really good car.—Beaudmore, 26, Queensway, Bayswater, W.2. Bayswater 0156. [1720

LANCHESTER 10 saloon, 1935, 2 spare wheels, extensive engine and body overhaul last year (bill produced), only ran 4,000 miles since, in excellent order; reason for sale owner has just got new car; offers around £300.—Man. 6054. [8356

Lanchester Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1, Grosvenor 3434. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268

LONDON CARS require good used 11-14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford. Middx. Waxlow 2643. [4108

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd. for Lancia Aprilia.

ONLY first-class examples are offered.

FULL details of current stock on request.

PRESENT stock also includes a unique Lancia Artena (17hp 4-door 4-light special sports saloon by Viotti, in extremely good mechanical and external condition throughout, appearance exceptionally modern, with typical Continental lines, very roomy but compact, considered to be one of the best and most robust Lancia models built: £505.

EXCHANGES, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274.

LANCIA 1939 special drop head coupe; £975.—Bartlett, 27a, Pembridge Villas, W.11. [8280

LANCIA Aprilia 1939, black saloon in excellent condition, telescopic, good tyres; £780.—Write, Mulberry Cottage, Wych Hill Way, Woking. Tel. Woking 1515. [7903

£125—Lancia D-Lambda 8-str., limousine, sun roof, Nocek, 4 nearly new tyres, 2 spares, whole car in perfect condition, outstanding performance.—Chiswick 4737. [5331

1939 Lancia Aprilia with lovely Farina drop head coupe, speedometer reads 6,000 miles, believed genuine, car last taxed 1939; £1,275.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7953

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Astura 6-cylinder 1941 2, built to special order, streamlined sports saloon, silver and gun metal, understood to have cost late owner some £3,000, Farina body, works maintained regardless of cost, beautiful condition throughout, registered 1947, £10 tax, chromium wheel discs, etc.—Flaxman 0052/7253/7154. [8573

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0848

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563.

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [0077

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [8621

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5436.) [0520

LEA-FRANCIS

RUSSELL MOTORS offer:—

1949 (August) Lea-Francis sports 2-seater, 8,000 miles only, metallic blue.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9286. [7139

1948 Lea-Francis sports roadster, metallic blue, attractive appearance, excellent performance; £795, terms or exchange.

S. P. ERSKINE & SONS, Ltd., Commercial Rd., Woking 850. [8941

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-str., metallic blue, small mileage, excellent condition.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [8202

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties offer:—

1947 Lea-Francis 14hp saloon, grey, 1 owner, heater, at present undergoing complete overhaul; £1,050.

1950 Lea-Francis 14hp saloon, L.F.S., maroon, maroon leather, 1 owner, 18,000 miles, serviced and guaranteed; £1,565.

1948 Lea-Francis 14hp 2-str. sports model, black, maroon leather, 5,600 miles only, really outstanding; £1,095.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [8226

1946 Lea-Francis 14hp saloon, recently completed £170 overhaul (bills available), black, beige leather upholstery, an exceptional motor car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [8490

LEA-FRANCIS 14hp 1948 (June) Westland special saloon, pastel green and chrome, in the most perfect condition throughout, genuine mileage 24,000 miles, owned by enthusiast and carefully maintained; £1,165.—The Black Horse Garage, 174, Sheen Rd., Richmond, Surrey. Richmond 4822/3. [8354

1950 Lea-Francis (reg. 17/11/49) 2½-litre streamlined Mark VII saloon (export model), small mileage one owner, indistinguishable from new, heater, wireless, undscreen washers, colour black, beige upholstery, maintained by makers; £1,925 (list price £2,148).—Wilmecote Service Station, (Tamworth 481.) [7010

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

OFFICIAL Lea-Francis London Service Station Works and Stores:—

2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5956-7-8. [0556

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5956-7-8. [0556

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 6691-2. [0849

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 250 Mercedes-Benz 20hp 4/5-seater drop head coupe, immaculate condition, Continental steering, first registered 1949; taxed December; £850.—Victoria 8715. [7499

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3 offer:—

MERCEDES-BENZ Type 200 foursome drop head, radio, etc., reconditioned.—Below.

MERCEDES-BENZ pukka S.S.K. supercharged roadster, white 2-seater, ice blue with red leather, special luggage trunks, serviced and overhauled by makers, fold-flat screen, huge Marchal headlamps, stoneguard, etc., terrific performance, 2 spares; £10 tax, showroom condition, genuine opportunity for enthusiast.—Chipstead Motors, Ltd. Tel. Flaxman 0052/7253/7154. [7104

MERCEDES-BENZ type 107 V, 14hp first registered England August, 1943, drop head cabriolet body, recently resprayed and fitted new hood, left-hand drive, good tyres, carefully maintained; £575.

ENTERPRISE GARAGE, Sturry Road, Canterbury. Tel. Canterbury 4285.

Mercedes-Benz Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Craiton Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [8138

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [7062

M.G.

DICKS.

1937 M.G. 10hp sports 2-seater, genuine bargain; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6688-9. [7682

CAR MART, Ltd.

1949 M.G. T.C. 2-str., 6,000 miles; £965.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8566

CAR MART, Ltd.

1950 M.G. 1½-litre saloon, heater, 9,000 miles; £1,375.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8605

H. W. MOTORS, Ltd.

1949 (Nov., '48) T.C., black, red leather, one owner, superb condition throughout; £850.

H. W. MOTORS, Ltd., Walton-on-Thames. 785 and 1457. [7767

1949 M.G. T.C. 2-seater, red, red leather, nominal mileage, excellent condition.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [8224

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

WOODBAIN CARS offer:—

£375.—M.G. 10hp T type sports 2-seater, red, engine rebored and completely overhauled, bills available, a beauty.

£295.—M.G. 8hp P type sports 2-seater, red, almost new hood, etc., unmarked upholstery, good tyres, etc.

£225.—M.G. 12hp N type Magnette, immaculate red cellulose, new hood.

ALSO J2s and choice of two M types, from £105.

TERMS.—Woodbain Cars, the M.G. Specialists, 6 and 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9485. [8534

ROSE & YOUNG, Ltd., offer:

1949 M.G. Midget T.C. 2-str., 8,000 miles only, exceptional condition; £825.

1947 M.G. Midget T.C. 2-str., beautiful condition, low mileage, finished green; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station). Tulse Hill 6464. [8768

BROOKLANDS for individuality.

1950 M.G. 1¼-litre saloon, metallic green, speedometer reading 4,000.

1950 M.G. 1¼-litre saloon, metallic bronze, speedometer reading 10,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351 6. [8203

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, green, green leather, 3,000 miles.

1950 M.G. 1¼-litre saloon, bronze, red leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2675

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 M.G. 1¼ saloon, black and green, 5,000 miles; £1,450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8790

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £850.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £825.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1621. [6137

£375.—1937 M.G. 2-litre sports saloon, black, red hide, unrepeatable.—Below.

£465.—1939 M.G. 1½-litre 4-str. tourer, beautiful condition throughout, amazing performance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8807

1940 1½-litre saloon, £600; 1938 TA, £425.—Parsons, 14, Danycoed Rd., Cardiff. [7943

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1937 M.G. T.A., good all round condition, £150 overhaul this year; offers?—Box 3254. [8758

325gns.—1937-8 M.G. 10hp 2-seater, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [7560

1947 (Aug.) 1¼-litre M.G. saloon, in excellent condition; £925.—H. C. Nelson, Ltd., 6-11, Appletree Yard, S.W.1. [8861

M.G. T.A. 2-seater, radio, heater, lighter, twin-tones, etc., smasher! £475.—Midland Motor Co., Traffic St., Derby. Tel. 2349. [8297

K.2 sports, six only made, completely overhauled, not run in, enquiries.—Offers to Ashcroft, Newchurch Hall, Risley, Lancs. [8026

295gns.—M.G. Midget, 1935, 8hp P sports 2-seater, black, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

245gns.—M.G. Midget, 1933 model, 8hp J2 sports 2-seater, black, silver wheels, spare tyre unworn, carefully used, very good condition, terms, exchanges.—Rowland Smith, below.

195gns.—M.G. Magnette, June 1934, 12hp N type sports 4-seater, black, green wheels, leather upholstery; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8467

1948 M.G. T.C., red, red leather, 600×16 tyres, many extras, excellent condition taxed; £695.—Waugh. Tel. Maidstone 2154. [8826

1947 M.G. Midget, very nice condition; £700.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [8476

1934 M.G. sports 2-str. in excellent condition; £255.—Dudley & Cobbold Automobiles, 208, The Broadway, Wimbledon. Liberty 5576. [8726

1950 (July) M.G. 1¼-litre saloon, finished in satin green with beige hide upholstery, run 6,000 miles only; £1,375; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 23687. Open week-ends. [7479

1949 (Nov.) T.C. M.G., red, beautiful condition, private owner; offer around £795.—22, Morton Way, London, N.14. Palmers Green 2953. [8504

T.A. (Aug., '39), recellulosed red, well shod, brakes relined, etc., immaculate car; £460.—Sut. 3682, 46, Driffold, Sutton Coldfield, Warwickshire. [8323

CASS'S MOTOR MART.—1946 M.G. T.C. 2-seater, black, red hide, numerous extras, 12,000 miles, superb order, guaranteed.—5, Warren St., W.1. Euston 3523. [7600

M.G. 2½-litre 1936, mileage 45,000, perfect condition, recently done up and overhauled, new tyres, available mid-August; price £485 or near offer.—Box 3004. [6809

1950 M.G. 1¼-litre saloon, satin bronze with maroon upholstery, as new condition, very low mileage; £1,425.—Ball, Bedford. Tel. 67241/2. [7880

1950 (May) M.G. 1¼ saloon, 9,000 mls., as new; £1,325.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8314

M.G.

1939 M.G. type TA 2-seater, black, carefully maintained and known by us since new; £465.—Grove Motors, North Rd., Southall 3477. [4104

1950 (July) M.G. 1¼-litre saloon, black, green leather, small mileage, as new; £1,565.—Atkinson, "Bramblewood," Betchworth. Tel. 2164. [8854

1949 (July) M.G., green, 10,000 miles, spotless, open A.A. or R.A.C. inspection; £775.—Anderson, Waterside St., Irvine, Ayrshire. Tel. 3245. [8030

1950 M.G. 1¼-litre black saloon, beige leather, 13,000 miles, like new, one owner; £1,250 or best offer.—Cowan, 99, Ravensbourne Park, Catford, S.E.6. [8309

JARVIS & SONS, Ltd., offer: 1947 M.G. T.C. 2-str., black and red upholstery, Jarvis-conditioned, £750; also 1949 at £875.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8772

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. 1947 T.C. 2-seater, reconditioned engine just fitted, car as new.—Flaxman 0052/7253/7154. [9253

1939 M.G. 2.6-litre saloon, black, brown leather, an outstanding example in original condition, taxed; £625.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [7757

1947 M.G. 2-str., one owner, colour maroon, very clean inside and out; £675; several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8488

1950 M.G. 1¼ saloon, black, green leather, 8,000 miles only, as new; £1,395.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [7136

£495.—1939 M.G. 2-litre drop head coupe, maroon and royal blue, beautiful condition throughout, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8802

1946 black T.C. 5,000 miles since complete overhaul including reconditioned engine, new hood, sidescreens, respray, brakes relined, new King pins, etc.; offers over £600.—Box 3255. [8759

£295.—M.G. 1½-litre 12hp foursome drop head coupe, black with natural hide upholstery, good hood and tyres, engine just fitted cord rings, not yet run in, unrepeatable chance for the M.G. enthusiast.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post free catalogue; hire purchase, part exchanges; free delivery anywhere in the United Kingdom. [8708

£1295.—1950 M.G. 1¼-litre saloon, just covenant free, most immaculate condition, very small mileage even for a car only just twelve months old, serviced solely by distributors since new.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Tel. 2041 (5 lines); write for our catalogue of over 400 cars; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. [8700

TANKARD & SMITH, Ltd., offer 1939 (Sept.) M.G. T.B. sports 2-seater, finished in dual green, new all-weather equipment fitted, 1 owner from new; £495; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [7093

M.G., model T.A., 1937, black, recently completely overhauled, including reconditioned engine, thoroughly dependable car, in excellent condition, independently valued by M.G. specialists at £425.—Parbrook, 9, Kenilworth Rd., Liverpool, 16. [8532

WALTER SCOTT, Ltd.—1936 M.G. Midget P.B. 2-seater, dual blue, Andre telecontrols, nearly new tyres, £575; also 1933 J.1 4-seater, £245, both in outstanding condition; terms and exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [8161

1950 1¼-litre M.G. Saloon, 13,000 miles, off covenant early August, metallic green, green upholstery, excellent condition, owner going abroad; seen Chislehurst, Kent, by appointment, August 7-9, otherwise Devon; £1,300 or near offer.—Bensted-Smith, "Gara," Newton Ferrers, South Devon. Tel. Newton Ferrers 274. [8039

A BEAUTIFUL 2-litre drop head (June, '39), in gleaming silver-grey with sparkling chrome, new black hood and lining, beige upholstery, fast, comfortable and utterly reliable, condition justifies 6 months' guarantee, recent complete reconditioning including new motor, cellulose, hood, brakes, etc., taxed, absolute bargain; first £495 or near.—Tel. Bournemouth 2442 (office hours), or evenings 1788. 58, Lansdowne Rd. [7901

NOV. '48 ('49 model) M.G. T.C. two-seater, red/red, genuine 23,000 miles, 35 mpg, marvellous performance; extras cost over £120 and includes 16×600 rear wheels and tyres (2,000 miles), H.M.V. radio, racing screens, full tonneau cover, fram, oilcoil, blumells, thermometer, twin Windtones, twin spots, Derrington silencer, etc.; very carefully used and maintained (no trials or races); as new; genuine enthusiast's car, any trial or examination; nearest £875 (family reason for sale).—Tel. Sheffield 24076, daytime, or Box 3188. [7945

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

T.D. M.G. wanted.—A. F. Erskine, 63, Westfield Ave., Woking, Surrey. [6187

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8646

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [8017

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1698

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

M.G. Cars Wanted

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. [0696

M.G. Spares and Service

U M Ltd.,

THE sole London distributors for M.G. cars

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 660. [0486

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, chromium plated luggage grids, M type clutch plates; prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon exchange blocks, cranks, rockers, v/drive, dynos, etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0435

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

DICKS.

1949 Morgan 10hp sports 2-seater, superlative order; £725.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [7482

MERCURY MOTORS, Wembley.

1937 Morgan 4/4 in Morgan red, enthusiast maintained, exceptional condition, new hood and tonneau cover; £360.

320, Harrow Rd., Wembley, nr. Stadium. Tel. Wembley 6586. [8377

MORGAN 4/4 coupe, 1950 (February), one owner, carefully maintained.—Dr. J. E. Hotchin. Tel. Mill Hill 5866 or 5174. [8355

1949 (December) Morgan 4-4 sports 2-str., in red, one owner, almost unmarked, speedometer reading 8,000, accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8487

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St., (Hampstead Tube). Ham 6041. [0949

SLOCOMBES, of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5878

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 2,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8800

H. W. MOTORS, Ltd.

1949 Minor tourer, black, one owner, 7,000 miles, wheel embellishers, radio, etc.; £645.

H. W. MOTORS, Ltd., Walton-on-Thames 785 and 1437. [7766

1949 Morris Minor saloon, black, beige upholstery, 15,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5057

1950 Morris Minor tourer, perfect condition, one owner, 8,000 miles, reg. April.

HUGHES, of Bournemouth, 34, Poole Hill, Bournemouth. Tel. 4569. [7320

1949 Morris Minor saloon, black, 14,500 miles; £900.—Davison, Exeter St., Tavistock, Devon. [7865

1950 Morris Minor tourer, green, 5,800m; £850.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3061. [8948

1950 Morris Minor black saloon, 5,800 miles, new condition, spare tyre unused; £925.—Roth, Ken. 7674. [8175

1949 Morris Minor tourer, small mileage, 1 owner, seat covers, etc.; £765.—The County Garage, Gerrards Cross 2279/3725. [8840

1950 Morris Minor tourer, maroon, 9,000 miles, immaculate, £795.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [7697

1949 Morris Minor sal., grey with grey hide, immaculate condition, low mileage; £825.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [8563

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1949 (October) Morris Minor tourer, maroon, beige leather upholstery, small mileage, taxed year; £750; terms and exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [8117

ROSE & YOUNG, Ltd., offer 1950 Morris Minor saloon, very low mileage, fitted wheel spats and chrome rims, black; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6724

1950 Morris Minor, 6,000 miles, black with beige interior, in really first-class condition throughout; also 1949, 8,000 miles; part-exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [8486

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

MORRIS EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale; for details telephone

139/149, Fulham Road, S.W.3. Ken. 1410. [8243

MERCURY offer:—

1938 Morris 8 2-door saloon, very good runner, good appearance; £295. Also

1936 Morris 8 4-door saloon, very good condition throughout; £245. Also

1936 Morris 8 2-door saloon, nice car; £235.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 385, Northolt Rd., South Harrow. Byron 2057. [6472

OVERSEAS CARS, Ltd.

1948 Morris 8 saloon, black, brown leather, heater, excellent throughout; £650.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6192

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Morris 8 2-door saloon, sun roof, exceptional condition.—Swiss Cottage, Finchley, N.W.3. [5105

WADDINGTON MOTORS, Ltd., offer:—

1947 model Morris 8 4-door saloon, as new; £625.—Fortune Green Rd., N.W.6. Ham. 2211. [5085

1939 Morris 8 2-door saloon, reconditioned engine; £420.—Below.

1947 Morris 8hp de luxe saloon, black, brown leather; £620.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 1441. [2115

1947 Morris 8 4-door saloon, very clean, first-class running order; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6680

1947 Morris 8 saloon, one owner, black; £595.—Grove Motors, North Rd., Southall 3477. [4105

1938 Morris 8 4-door de luxe, nice condition; £365; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7790

1948 (August) Morris 8 saloon, 4-door, 17,500 miles, new condition; £685.—Holm Cottage, Maurice Rd., Seaford 3360. [7906

1938 Morris 8 4-seater, original condition as from maker, black, red interior, smart, economic and reliable; £295.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [8126

£685—Morris 8 4-door de luxe saloon, genuine 22,000 miles, and beautifully maintained throughout.—Below.

£665—Morris 8 2-door de luxe saloon, black, brown leather, run only nominal mileage, and in almost new condition.—Robbins, East Putney. Tel. 4581. [8414

GOLDERS GREEN.—H. A. Saunders, Ltd. 1948 Morris 8 saloon, green black, brown upholstery; £715.—144, Golders Green Rd. Spe. 0011. [8569

1938 Morris 8 tourer, far above average condition.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4834 3406. [8078

1938 Morris 8 4-door saloon, a rare model, in most excellent condition; £345.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [6697

1938 Morris 8 sun roof saloon, blue, in first-class condition throughout; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6383

1948 Morris 8 saloon, clean with good tyres, open to any examination; £675.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6674

1938 Morris 8 saloon, recellulosed, choice two, from £295.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6659

QUITE unusually good example of an excellent model, 4-door Morris Series I saloon, 8hp, faultless and better than average 1940 car; £365, exchanges considered.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford (Tel. Watford 4491). [8165

1940 Morris 8 tourer, Series E, recellulosed, re-upholstered, excellent condition throughout; £375.—20, Madison Ave., Cheadle Hulme, Stockport, Cheshire. [8024

1946 Morris 8hp saloon, black/brown leather, taxed, excellent condition; £565.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Mdx. Waxlow 1891. [8055

£265—1936 Morris 8 saloon, blue and black, excellent original condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8809

MORRIS EIGHT

MORRIS 8 series E 4-str. tourer in first-class condition, one driver only since new, expertly maintained; £450.—Hill, Old Cottage, Gestingthorpe, Halstead, Essex. [8501

635 gns.—1948 Morris 8 4-door de luxe saloon, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [8163

£269—1937 Morris 8 saloon, genuine bargain; choice of 2.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [1575

1938 Morris 8hp saloon, black/blue leather, taxed end year, good condition throughout; £335.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Mdx. Waxlow 1891. [8056

WALTER SCOTT, Ltd.—1938 model Morris 8 2-seater, blue, excellent condition throughout; £325; exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5088

265 gns.—Morris 8, June 1938, 2-seater, grey, good tyres, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8458

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—50, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

MORRIS TEN

PALMERS MOTORS, Ltd., offer:—

1948 Morris 10 de luxe saloon; £765.—53, York St., Twickenham. Popesgrove 1890. [8481

MEBES & MEBES, Ltd. (estb. 1893), offer:—

1947 Morris 10hp de luxe saloon, black, brown upholstery, coachwork, mechanical condition and tyres excellent, one owner, taxed year; £725.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [8208

C.M.I. CAR SALES (Pri. 6623), offer:—

1947 Morris 10 4-door saloon, one owner.—Swiss Cottage, Finchley, N.W.3. [4094

1946 Morris 10 saloon, black, as new throughout; £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [8407

1947 Morris 10 saloon, one owner, speedo. 20,000, very clean and good running order; £775.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2434

1939 Morris 10 saloon, black, sun roof, brown leather, all new tyres, sound condition throughout; £365.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [8389

1947 Morris 10 sal., 19,000 miles, black/brown.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7996

£625—1946 Morris 10 saloon, sunshine roof, black, brown interior, tyres as new, taxed December; terms and exchanges.

BIRKETT MOTORS, 121, Barking Rd., E. Ham. Grangewood 4314. [8738

1946 (May) Morris 10 de luxe saloon, privately owned, very exceptional; £639 10.—348, King St., Hammersmith. Riverside 2837-8. [8213

1947 model Morris 10 saloon, sun roof, new engine, one owner, taxed year; £675.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [7750

1948 Morris 10 4-door saloon, exceptionally clean inside and out, sunshine roof; £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8490

1947 Morris 10, black/brown leather, nominal mileage, excellent condition; £750.—L. F. Dove, Ltd., Guildford Rd., Woking, Surrey. Tel. Woking 1282. [6849

1947 (reg. December, 1946) Morris 10 saloon, black, brown hide upholstery, splendid condition throughout; £725.—Pantiles Service Garage, London Rd., Guildford 5326. [8243

1948 Morris 10hp saloon, fawn/brown leather, taxed end year, showroom condition throughout; £795.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Mdx. Waxlow 1891. [8057

1946 (September) Morris 10 saloon, black, brown upholstery, exceptional condition throughout; £685.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [8129

£835—July, 1948 Morris 10 saloon, black, brown leather upholstery, small mileage, almost new condition, one owner since new, terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [7159

295 gns.—Morris 10, 1939 model, Series M de luxe 4-door saloon, black, sliding head, brown leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8459

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0748

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0868

MORRIS TWELVE

1936 Morris 12 4-door de luxe saloon, reconditioned engine, nice condition; £295; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7791

MORRIS TWELVE

MORRIS 12 fixed head coupe, excellent appearance, good runner; £300, or terms.—125, Woods Lane, Derby. Tel. 2349. Derby Motor Co. [8298

1937 Morris 12 saloon, very good condition throughout, £325; three months' written guarantee.—362, Upper Richmond Rd., East Sheen. Prospect 7520. [6350

£350—Morris 12 saloon, one owner only, 55,000 miles, best example of this model we have seen since 1939.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5707

£495—Morris 12 Series III de luxe saloon, blue with leather upholstery and sliding roof, just completely overhauled regardless of expense, superb condition and highly recommended.—Robbins, East Putney. Tel. 4581. [8417

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS FOURTEEN

MORRIS 14 4-door saloon, first registered March, 1937, one owner since new, just recellulosed black, in excellent all-round condition; £325.

FORGE GARAGE (PETERSHAM), Ltd., Petersham, Surrey. Ric. 1854. [5476

MORRIS OXFORD

CAR MART, Ltd.

1949 Morris Oxford saloon, 13,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8601

CAR MART, Ltd.

1949 Morris Oxford saloon, 13,000 miles; £1,150.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8602

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, metallic bronze with beige leather upholstery, 10,000 miles; £1,145.

836/842, High Rd., N.12. Hillside 0024. [8110

H. A. SAUNDERS Ltd., Radlett, Herts.

1950 Morris Oxford saloon, maroon with red leather, 9,000 miles; £1,195.—Radlett 6167. [7435

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Morris Oxford saloon, green beige, 12,000 miles; £1,095.—Below.

1950 Morris Oxford saloon, black/brown, 9,000 miles; £1,095.—144, Golders Green Rd. Spe. 0011. [8570

1949 Morris Oxford, black, beige hide, immaculate condition; £1,095.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [8562

JARVIS & SONS, Ltd., offer: A selection of Morris Oxford saloons; from £1,150.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8775

1949 (Aug.) Morris Oxford saloon, maroon with beige interior, 13,000 miles only, plastic head lining, spare unused, in excellent condition throughout; £1,075.

PHŒNIX MOTOR CO. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Tel. Vigilant 1121. [8747

1950 (May) Oxford, black, brown leather, 12,000 miles, absolutely as new throughout; £1,085; exchange considered.—Tel. Mountview 8758. Turner, 17, Lansbourne Mansions, Hillway, London, N.6. [8164

£1195—Morris Oxford April 1950 saloon, green with green leather, genuine 9,000 miles, looks like 1,000 miles, almost indistinguishable from new, spare unused, loose seat covers.—Robbins, East Putney. Tel. 4581. [8418

1950 (July) Morris Oxford saloon, green, green leather, one careful owner, 12,000 miles, latest cylinder head and modifications, really exceptional condition, and attractively priced at £1,095; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [8619

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently.—53, Ryecroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 10,000 miles; £1,375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8603

1949 (Sept.) Morris Six saloon, radio and heater, black and beige hide, £1,250.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 3466. [8542

1950 Morris Six saloon, 4,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834 3406. [8071

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Morris Six saloon, maroon beige, 6,544 miles; £1,185.—Below.

1950 Morris Six saloon, maroon/red hide; £1,250.—144, Golders Green Rd. Spe. 0011. [8571

1200 miles, 1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8249

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Symonds. Wembley 6262. [5301

1950 Morris Six 4,000 miles, absolutely as new; £1,350.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557/6970. [4128

1949 (Oct.) Morris Six, black, beige hide, 8,000 miles, one owner, as new; £1,200.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [8563

1950 (May) Morris Six, 10,000 miles, excellent condition; heater; taxed December; first £1,150.—Leveson, 8, Princes Ave., Gunnersbury Park, W.3. Acorn 2731. [7902

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS SIX

1949 (Oct.) Morris Six, 11,000 miles, maroon, radio, heater, covers, fog lamps, wing mirrors, etc., appearance as new; £1,250.—Rowe, Jeweller, Spital St., Dartford 3064. [8358

1950 Morris Six, black, brown leather, 7,000 miles only, as new, £1,295.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [3141

1949 (October) Morris Six saloon, maroon beige leather, heater, one owner, 6,000 miles, very clean, any inspection; 3-month guarantee; £1,225.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8273

MORRIS TWENTY-FIVE

1939 Morris 25 saloon, guaranteed; £295; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [8679

MORRIS MISCELLANEOUS

1938 Morris 4-door saloon, one owner; £340.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5663

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0824

POST-WAR Morris cars wanted urgently; mileage under 10,000, must be in very good condition.

OFFERS to:—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6386

JACK OLDING, Ltd., 8-10, North Audley St., W.1., Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691-2. [0670

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 194-198 Kings Rd., S.W.3. Flaxman 4801-3. [8018

Morris Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0384

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards. Wembley 8691-2. [0963

OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

LATE model Oldsmobile convertible coupe with Rocket engine.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9264

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in exceptional condition; £375.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

Oldsmobile Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8268

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. Wembley 8691-2.

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0036

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631

Opel Spares and Service

REPAIRS, new crown wheels and pinion, spares, reconditioned engines, suspensions, etc.—Tarrant & Frazer, 10 Winchester Mews, N.W.3. Pri. 2647. [0243

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Packard saloon, colour blue, l.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [6128

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires, offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1947 Packard de luxe Clipper, right-hand drive, radio, etc., etc., beautiful car; £2,175.—Western 6035. [7984

1936 Packard Club sedan, excellent original condition, taxed; £295.—Lynch Garage (opp. G.P.O.), Uxbridge, Middx. Tel. 172. [8711

PACKARD

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Packard 1938 model 8-cyl special 4/5-seater fixed head coupe, ivory with maroon leather, whole car reconditioned inside and out and as new, radio, very fast, 18-19 m.p.g.; this car has only to be seen.—Flaxman 0052 7[illegible]-5-7154. [7103

1939 Packard 30hp de luxe saloon, 6-cylinder, black with grey cloth upholstery, low mileage, laid up during war, steering gear shift, overdrive and free-wheel giving good petrol consumption, four new Dunlop Forts, radio, two Lucas spot lights. This car is immaculate throughout and mechanically faultless. A very impressive car; any inspection or demonstration; £795 or terms.—Edlin Motors, 65, Coldharbour Lane, Hayes, Middlesex. Tel. Hayes 2121. [8058

£475.—1938 Packard 30hp occasional foursome drophead coupe, with Fisher bodywork accommodation, 4/5 passengers, with extra large rear boot and additional luggage space provided, coachwork in really sound condition, leather upholstery throughout, good tyres and hood, handsome and imposing-looking coupe, fast and powerful with a road performance which will more than satisfy ordinary needs; choice of four other Packard drop heads and several saloons; for Packard limousines, see our quarter-page advert in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for our post free catalogue of over 400 cars; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. [8709

A & S Limousines 1938/1939, partition, widest occasionals, black, selected carriages, certified mechanically, desirable condition, from £730.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair 2941. [8147

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8641

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards.—Wembley 8691-2. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 (first registered) Plymouth 2-door sedan, heater, seat covers, left-hand drive, colour beige.

1949 Plymouth 4-door saloon, heater, seat covers, immaculate car, left-hand drive, colour dark blue; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691/2. [6096

PONTIAC

1938 Pontiac saloon, 29hp; £350.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [2091

1951 Pontiac 8 4-door saloon, radio, heater, 2,000 miles only, believed only car of this type for sale in England.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 6970. [8185

£550.—1939 (July) Pontiac 29hp foursome drophead coupe, faultless mechanically, clean condition, one owner only from new, fitted radio, taxed year, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7778

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8267

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards. Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752 4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

JUBILEE MOTORS (1948), 12a, Mcleods Mews, Kensington. Tel. Western 1449.—Pontiac repairs and spares. [9247

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

OFFERS over £300 invited for 500cc racing car with trailer.—Pattics, from Hayles, 30, Westhill, St. Leonards-on-Sea, Sussex. Trial arranged. [7855

COOPER 500, Norton s.c., prepared by Beart, long distance tanks, J.A.P. engine mountings; £525.—Westcott, Plymbridge Lane, Crownhill, Plymouth. [8346

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

FOR sale, The Elt 500cc racing car, 5-stud speedway J.A.P. engine, alloy barrel, special valve springs, Burman racing gear box, polished aluminium body, and many spares, total weight 510lb; photographs obtainable on application.—Offers to J. H. Elt, Red Walls, Malvern Rd., Worcester. [8357

RAILTON

A 1 MOTORS (LONDON), Ltd., for A.1 Railtons.—26b Belgrave Rd., S.W.1. Victoria 8285. [0333

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupe, saloons, tourers. [5467

Railton Cars Wanted

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1, always buyers of good Railtons. [0276

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8642

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2442. [0650

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1950 Renault 760 4-door saloon, maroon with fawn cloth upholstery, 11,000 miles.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6710

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1875), offer:—

1939 26hp 6-str. saloon, reconditioned; £350. [0126

1950 (August) Renault 760cc dark blue saloon, 8,000 miles, perfect condition; £900.—Smallwood, Wyndham's Garage, Castle Rd., Salisbury. [7820

1950 (May) 760 Renault 4-door saloon, 6,000 miles, maroon, red upholstery; nearest £650.—Puckett, 4a, Littlemoor, Newbold, Chesterfield. [8358

£345.—Renault 1937 saloon, 27hp, one owner, in almost original condition, ideal for Continental tours.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [8764

1949 (June) Renault 760cc saloon, blue, genuine French built model (R.H. drive), 9,000 miles, loose covers, one careful owner; £765; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [8618

595 gns.—Renault 8 1949 4-door saloon, metallic blue, blue leather, radio, heater, one owner, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8457

JUST the car for holidays and caravan work, 12hp Renault drop head coupe 4-seater in cream with red leather upholstery, first licensed August, 1940, tyres almost new, chassis mechanically sound throughout, fitted with radio which needs attention; offered at the bargain price of £375; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. No. Watford 4491. [6174

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [0127

RILEY

DICKS

1936 Riley 1½-litre Kestrel saloon, special series engine; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7483

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 6,000 miles; £1,725.

1946 Riley 2½-litre saloon, 6 months' guarantee, £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8595

WARWICK WRIGHT, Ltd.

1950 Riley 1½-litre saloon, black, red leather, radio, 5,000 miles.

1950 Riley 2½-litre saloon, black, red leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7737

TOM GARNER, Ltd., offer:—

1950 Riley 1½-litre saloon, green with green leather, radio, heater, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7592

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [8204

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black, with brown leather and cloth upholstery; speedometer reading 16,713 miles; fitted with new tyres; in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3113

BOON & PORTER, Ltd., distributors.

1949 2½-litre, black; £1,750.

1947 2½-litre, black; £1,350.

THE above have been serviced throughout and passed by us.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [7973

H. M. BENTLEY & PARTNERS, Ltd.

1950 (July) 1½-litre Riley saloon, black, brown hide, 6,000 miles; £1,695.

9, Albemarle St., W.1. Grosvenor 5551. [8469

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1949 (October) Riley 2½-litre sports 2-3-seater, green, one owner, nominal mileage, immaculate condition; £1,395. [8675

1950 Riley 1½-litre, ivory, immaculate condition, low mileage, as new; £1,625.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8565. [8667

1947 Riley 1½ saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [8073

RILEY 9 Lynx, 1934, excellent condition; £235.—113, Bradbury Rd., Olton, Birmingham. [8345

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8523

1949 Riley 1½-litre saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [8074

RILEY 9 semi-sports tourer, excellent condition, hood fair; £175 o.n.o.—Hindell, Silverthorne 1719. [8334

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

1937 Riley 9 Monaco saloon, excellent appearance, £290.—D. Bircher, High St., Hadley, Salop. [7885

LATE 1937 Riley 9 Monaco, Imp camshafts, recent £100 overhaul, body excellent, many accessories; £395.—Pro. 1759. [8028

1949 Riley 1½-ltr. sal., green, 13,000m; £1,495.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8849

1937 (July) Riley 9hp touring saloon, two owners only since new, preselector gearbox; £345.—Wembley 4929. [8783

RILEY 1½-litre, first registered March, 1949, grey and black, red leather, taxed; £1,425.—Pearce, Wilton Park, Wilton, Salisbury. [8325

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon, 1949, condition almost indistinguishable from brand new, negligible mileage. £1,495.

CAMDEN MOTORS.—Riley 2½-litre saloon, 1947, in black and grey with leather upholstery, H.M.V. radio and heater, outstanding mechanical order; represents real value at the price of £1,295.

CAMDEN MOTORS.—Riley 12hp Nuffield saloon, 1940, a scarce and most desirable car, one of the best pre-war Rileys we have handled, a delightful car to own and drive; £595.

CAMDEN MOTORS.—Riley 9hp Monaco saloon, 1934, de luxe 4-door model with sunshine roof, manual gear change, sound order, guaranteed in writing; £245.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—400 cars ready for inspection and immediate purchase; part exchanges; hire purchase; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; write for our post-free catalogue. [8699

1950 Riley 2½-litre saloon, 4,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [8731

£75—Riley 9 1929, body rough, tyres good, magneto reconditioned, insured May.—Dove Cottage, Rattlesden, Bury St. Edmunds. [8347

1950 Riley Roadster, first registered 21/10/49, finished metallic bronze with beige upholstery, mileage 17,000; £1,450.

WALLIS & Co. (LONG EATON), Ltd., Nottingham Rd., Long Eaton. Tel. 444 (3 lines). [6926

1950 1½-litre Riley saloon, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8248

1938 1½-litre Kestrel, exceptionally well cared for, original cellulose, new tyres and battery, fast and economical; £650.—Box 3260. [8828

1950 Riley 1½-litre saloon, ivory with maroon leather, heater, 6,500 miles only, spare unused, one owner; choice of two. Also

1949 Riley 1½-litre saloon, black, maroon leather, 9,000 miles only, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8225

1949 2½-litre Riley saloon, radio, in beautiful condition; £1,595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5130

1948 Riley 2½-litre, immaculate condition, £1,350; terms, exchanges.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [4601

1946 Riley 1½-litre saloon, excellent throughout, push-button radio; £995.—Garage Service Co., Hoop Lane, Golders Green N.W.11. Speedwell 3406. [5625

£475—1938 1½-litre Kestrel Riley sports saloon, in exceptionally good condition, finished cream with beige interior, tyres as new, taxed; terms and exchanges.

BIRKETT MOTORS, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [8737

1937 model Riley Kestrel 15hp saloon, chocolate maroon, with wheel discs, in showroom condition; £485; exchange good M.G. or Ford Prefect.—79, Badminton Rd., Balham, S.W.12. [8336

1948 (Dec.) Riley 2½-litre saloon, export model, l.h.d., ivory and black, red leather, 12,000 miles; in excellent condition; £1,250.—Dobsons, Ltd., Riley Agents, Staines, Middx. Tel. 801. [6138

1938 Riley 16hp Blue Streak sports saloon, excellent mechanically, good tyres, clean interior, outside bodywork needs attention; £400.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5809

1948 1½-litre Riley saloon, black, red leather, H.M.V. radio, also heater, whole car in immaculate condition; £1,150.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 5766. [8478

£235—Riley 9 Lynx tourer, 1935, attractive model, just decoked, new valves, etc., new battery, reconditioned dynamo and carburettor, good tyres, etc.—Powell, 1, East Meadway, Shoreham-by-Sea. [8340

ANTHONY CROOK offers 1948 Riley 2½-litre four-door saloon, black, Masteradio car radio, 100hp engine, very good condition throughout.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [6391

A VERY smart Riley 1935 12hp 4-cylinder saloon, finished in attractive dark pearl colour with red leather upholstery, new head lining and all chrome recently renewed, chassis completely overhauled; £375; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. No. Watford 4491. [8172

RILEY 1½-litre Kestrel-Sprite, May, 1937, maroon with red leather, radio, twin spot lamps, Windtone horns, exceptional condition throughout, a very fine specimen; price £550.—Tel. Ewhurst 120, or write "Anne Shirley," Ladies' Hairdresser, Ewhurst, Surrey. [8505

RILEY

MAYFAIR GARAGES, Ltd.—April, 1935 9hp Imp sports 2-seater, pale blue with blue leather, completely overhauled at a cost of £200 and not yet run in, probably the smartest and most mechanically perfect Imp in the country; 3 months' guarantee; £475.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [7053

RICHARDS & BROWN offer: 1100cc Riley 1932 works model, many special features, polished axles and steering, 4 carburettors, road equipped, excellent condition throughout; several other sports cars in stock.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [8842

1950 (May) Riley 1½-litre saloon, in maroon, with beige leather, 5,000 mls. only, as new, £1,650; 1950 model (reg. Nov., 1949) Riley 2½-litre saloon, black, with green leather, 9,000 mls., as new, £1,850; 1947 (Aug.) Riley 1½-litre saloon, black with red leather, one owner, guaranteed, 26,000 mls., perfect, £1,100.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8313

Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane W.1. Grosvenor 3434. [0969

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8647

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

C. A. PETO, Ltd., 42, North Audley St., W.1, require Riley cars in first-class condition. Mayfair 3051.

BRITISH & COLONIAL MOTORS, Ltd., require your Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8264

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 194-198 Kings Rd., S.W.3. Flaxman 4801-3. [8019

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON) Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—65-69 Sternhold Ave., Streatham Hill S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974A

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies Ltd., High St., Leamington Spa. Tel. 67. [2390

ROLLS-ROYCE

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LTD.

ROLLS-ROYCE specialists 40 years.

1936 30hp Young fixed head coupe.

1935 25hp Gurney Nutting sports saloon

1934 25hp Thrupp & Maberly drop head coupe

1933 25hp Park Ward saloon with division

1933 25hp Freestone & Webb coupe.

1933 25hp Gurney Nutting coupe.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [6617

C

M

CAR MART, Ltd.

1949 Rolls-Royce Silver Wraith foursome drop head coupe by Gurney Nutting, 13,000 miles; £6,250.

1948 9 Rolls-Royce razor-edge sports saloon by Freestone & Webb, 12,000 miles; £6,150.

1938 Rolls-Royce 25-30hp 7-seater limousine by Thrupp & Maberly; 6 months' guarantee; £2,850.

1937 Rolls-Royce 25-30hp Park Ward saloon; 6 months' guarantee; £2,150.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8596

ROLLS-ROYCE 25hp, 1932, new body by James Young in 1946, good condition, £775.—Elmbridge 2050. [7899

ROLLS-ROYCE

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their specially selected stock:—

1937 Hooper sports saloon on the Rolls-Royce Phantom III chassis, black, brown leather, solid tappets, low mileage; £2,500.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

FOX. [7971

RIPPON.

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RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1938 touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

1936 Phantom III, special sportsman's coupe by Rippon, finished black.

1936 (Nov.) 30hp touring limousine by Rippon.

1934 20hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors,

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

FRANK DALE offers:—

ROLLS-ROYCE 25hp Hooper owner-driver saloon, June, 1935, GPG series, unused since complete chassis and body overhaul, new condition; £1,475.

ROLLS-ROYCE P.II limousine de ville, 7 seats, SK series, 1935, run 20,000 miles since £700 overhaul.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [8058

R. C. MORTLAKE, offers:—

1934 25hp Rolls-Royce, Barker sports coupe; £1,095.

1934 25hp Rolls-Royce Hooper saloon with division, one titled owner; £995.

1933 25hp Rolls-Royce, owner-driver saloon, division; £875.

1933 25hp Rolls-Royce Freestone & Webb sports coupe; £1,085.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30, Arnold 4604. [5556

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1939 (Nov.) Rolls-Royce Wraith razor-edge sports saloon, with electric division by Freestone & Webb, two-toned grey with grey leather upholstery, speedometer reading 63,000 miles.

1937 (Feb.) Rolls-Royce P.III owner-driver saloon by Hooper, sunshine roof, speedometer reading 30,000 miles.

1936 (June) 20-25 Rolls-Royce sports saloon by Park Ward, unused since complete overhaul.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [7148

JACK OLDING of Mayfair offers:—

1938 Phantom III Rolls Royce owner/driver saloon with div. by Barkers, black with beige lthr.

1937 Phantom III Rolls-Royce owner/driver enc. limousine-de-ville by Windover, black cloth and lthr.

1937 Phantom III Rolls-Royce enc. drive limousine by Park Ward, black.

1936 Phantom III Rolls-Royce razor-edged sports saloon by H. J. Mulliner, black with grey lthr.

1934 Rolls-Royce 20/25hp foursome drop head coupe by Thrupp & Maberly, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [7931

MASCOT MOTORS, Ltd., offer the following:—

1935 40-50hp T. and M. special sporting open tourer.

1935 25hp Freestone & Webb sports saloon.

1935 25hp Park Ward sports saloon.

1934 25hp Park Ward 4-light saloon.

1934 25hp T. and M. 6-light saloon.

1933 40-50hp H.J.M. sports saloon, with division.

1932 40-50hp short continental sports saloon.

1932 25hp T. and M. owner-driven saloon.

1930 25hp Arnold saloon, with division.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1231-2. [7171

OWNER-DRIVER 25hp 1936 Sports 4-door Freestone owner-driver Saloon, leather, capacious boot, mileage 57,000, exceptionally attractive.

OWNER-DRIVER 30hp 1937 Family 6-seater 4-door black Saloon, leather, meticulously maintained, mileage 43,000.

OWNER-DRIVER 1937 Phantom III Hooper partition Sports Saloon, radio, capacious boot, 6-wheels, mileage 38,000, exceptional carriage, reasonable cost.—Aine & Saunders (Rolls-Royce with known history) Providence Court, Grosvenor Square. Mayfair 2941. [8145

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

H

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Rd.,

HALIFAX.

GREAT Britain's Leading Specialists in Rolls-Royce and Bentley Cars.

PROUD Members of the Swain Group.

A NATIONAL Motoring Organisation.

ROLLS-ROYCE Phantom III limousine by Hooper, blue and black with black hide and fawn cloth.—Ref. H.6907.

ROLLS-ROYCE Phantom III sedanca de ville by Windover; black with black leather and fawn cloth.—Ref. H.5870.

ROLLS-ROYCE Wraith 2-door razor edged sports saloon by James Young; black with natural hide.—Ref. H.7000.

ALL cars carry our unique six months' guarantee unless otherwise stated at time of purchase.—Please write or 'phone for details to:—

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Rd.,

HALIFAX, Yorkshire.

TEL. Halifax 5944. [8061

1931 Rolls-Royce Vincent's 5-seater saloon, £550.

WARD MOTORS, Bursledon Rd., Southampton. Tel. Bursledon 385. [5491

1927 20hp Thrupp owner saloon, low pressure tyres.—50-58, Parsons Mead, West Croydon. [8376

1937 Rolls-Royce Phantom III Hooper owner-driver saloon with division, boot; £1,350; also

1934 Rolls-Royce 20/25 saloon with division, riding control; £1,050.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8541

1937 Rolls-Royce 30hp saloon, with division, 11,800 miles, Barker, as new; £2,500.—Hills, Kensington 4020. [8868

SEE our advertisement under "Selected Car Bargains," page 39.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [8423

1937 Rolls Phantom III 7-seater limousine, immaculate inside and out.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8093

ROSE & YOUNG, Ltd., offer: 1935 Rolls saloon, 25hp, black; £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 5084. [8766

ARCHIE SIMONS & Co., Ltd.—1935 (Dec.) Rolls-Royce 20-25 limousine by Thrupp & Maberly, black, face forward occasional seats, excellent mechanical condition; £845.

ROLLS-ROYCE 20-25hp owner driver saloon by Hooper, colour black, one owner since 1936, immaculate in every respect; £1,095.—94, Gt. Portland St., W.1. Lan. 2543. [8509

1934 Rolls-Royce 25 Hooper saloon, completely overhauled by makers costing £470, two owners only; price £2,500.—Apply Major Stewart, Pocklington, Yorks. [7258

1930 25hp Rolls-Royce Sedanca de Ville by Barker, black with brown upholstery, division; £525.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-2. [4164

1936 25/30 Rolls-Royce Hooper owner-driver saloon with boot, no division, black/brown.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557-6970. [1225

17000 miles only (regd. 1939), 25/30hp Rolls-Royce owner-driver saloon, entirely new condition throughout.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [7598

1933 Rolls-Royce, owner-driver saloon, Park Ward body, excellent condition; £995.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8065

ROLLS-ROYCE (Dec., 1935) 26hp, black lim, body by Hooper, mileage 50,000, recon. Oct., 1950, not used since; no dealers.—Box B.8671, W. H. Smith & Son, Ltd., Manchester, 3. [8502

1937 Rolls-Royce owner driver saloon by Mann Egerton, 57,000 miles, one owner since new, almost new condition; £1,695; terms or part exchange.—G. S. Hall, 302, King St., W.6. Riverside 2881. [8184

ROLLS-ROYCE Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, first registered December, 1948, total mileage 13,155, one owner.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [8295

1930 Rolls-Royce limousine, one private owner, 59,000 miles, not licensed since 1938, face forward occasional seat; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5487

CONTINENTAL Phantom II 4-door saloon, excellent condition, new loose seat covers and new tyres, dark green; £650.—Potter, Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [6712

1933 Phantom II 4-5-seater sports coupe by Gurney Nutting, engine decarbonised and new telecontrols about to be fitted, very pretty car, taxed at £10 per annum; price £800.—Write only. Advertiser, Bendrose House, Amersham, Bucks. [7896

ROLLS-ROYCE limousine, October 1937, Phantom III saloon-type body, engine 100% overhauled by Rolls, car not used since standing on stocks, paintwork and upholstery without blemish; will accept £1,995 for immediate sale.—Box 5262. [8862

1936 Rolls-Royce 20/25 sports saloon, body by Thrupp & Maberly (without division), colour black with blue leather, this car has covered a genuine 47,000 miles since new, stored many years, fitted with front bumpers, Lucas Windtone horns, spotlight, etc., taxed year, a very beautiful looking car with modern appearance; £1,500.—Austin Munks, Leverton, Boston, Lincs. [6930

ROLLS-ROYCE

A & S (Limousine Specialists) display exceptional swept tail Limousines. (Rolls-Royce history).

LIMOUSINE 1932 Park Ward, partition, black occasionals, discs, synchromesh, opportunity; £565.

LIMOUSINE 1934/35 Barker, Hooper, partition, widest occasionals, black, recommended.

LIMOUSINE 1936 Windover 25hp, swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE 1937 Thrupp 30hp, swept tail, widest occasionals, partition, black, mileage genuine eight thousand only.

LIMOUSINE 1937 Park Ward 25/30hp, partition, widest occasionals, discs, black, immaculate.

LIMOUSINE 1939 Wraith 30hp Mulliner, partition, black, excellent condition, 35,000.

LIMOUSINE 1939 Wraith 30hp Park Ward, forward occasionals, partition, leather, 51,000, partition, black, widest occasionals.

PHANTOM II Barker 1934 Limousine, 51,000, partition, black, widest occasionals.

PHANTOM III Limousine 1937 (Show model) Double Enclosed Windover, widest occasionals, black, mileage 37,000, carefully maintained, magnificent carriage.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square. Mayfair-2941. [8144

Rolls-Royce Cars Wanted

S

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OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

C

M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

THE Basingstoke Motor Co. Ltd. purchase pre-war Rolls-Royce cars.—By-Pass Rd., Basingstoke. [0046

WANTED, Rolls or Bentley; see Aston Martin advt. July 27th.—R. Gray & Son, Branton, Doncaster. [8245

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.

WILL be pleased to purchase pre-war and post-war Rolls-Royces; expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. showrooms. [0904

ROLLS P.II rad., wheels, wings and gear box wanted; vehicle considered.—Baylis, 192, High St., Colliers Wood. Lib. 3654. [8865

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30 hp Limousines 1935/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6272

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

ROLLS-ROYCE cars wanted urgently.—Smanmore Garage, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [7980

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: 2, Barnsdale Rd., Elgin Ave., Maida Vale, W.9. Cunningham 5936-7-8. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-13 Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2765. [3910

Rolls-Royce Spares and Service

RONALD KENT (COACHBUILDERS), Ltd., specialize in Rolls-Royce coachwork renovations, repairs or complete restyling.—Coalwarf Rd., W.12. Shepherd's Bush 2281. [0443

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rover 10 saloon, black and brown; £495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8788

11000 miles.—Rover 10hp saloon, 1947 (Oct.), black, brown leather, heater.—Ernest Sutton, Tel. Rogate 4 (trade only). [8851

ROVER 10 saloon, black, first registered June 1946, total mileage 29,466, one owner, tax paid.—W. P. Maidens, Sleaford, Lincs. Tel. 135. [8294

1937 Rover 10, grey, one owner only, just completely reconditioned throughout and equal to new car; £500.—26, Broadpark Rd., Torquay. Tel. 65648. [8582

1946 Rover 10 de luxe saloon, immaculate, unmarked vehicle; £940; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [8121

ROVER 12

DICKS.

1937 Rover 12 saloon, recent overhaul, very good tyres; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maid. Vale 6888-9. [6347

BROWN'S for Rovers.

1939 Rover 12hp sports saloon de luxe, one owner, exceptional condition; £650.—Brown's Garage, Loughton, Essex 4119. (Tube.) [8133

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 12 sports saloon, 14,000 miles; £1,295.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8789

DUNHAM & HAINES, Rover distributors, offer:—

6-light saloon, green with green leather, 18,000 miles, exceptionally good condition with heater and radio, reg. January, 1948.—Dunham & Haines, Luton 2100. [7965

1947 Rover 12 saloon, reg. August, one owner, fitted radio and loose covers, perfect condition.

HUGHES OF BOURNEMOUTH, 34, Poole Hill, Bournemouth. Tel. 4569. [7918

1947 Rover 12 saloon, black and brown leather, low mileage, heater, excellent condition throughout; £1,150.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7827

1938 Rover 12 sports saloon, just recellulosed black, in excellent mechanical order; £600.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8735

1948 Rover 12hp 4-seater tourer, finished maroon with red mohair hood and sidescreens, completely overhauled, radio, a most attractive and unique car; £1,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8779

1947 Rover 12 saloon, full equipment, includes radio and heater, colour black, brown hide upholstery, mileage 20,000, condition immaculate; £1,225; trade enquiries invited.—Cox's Motors (Leicester), Ltd., Conduit St. (near L.M.S. Station), Leicester. Tel. 60319. [6866

1938 Rover 12hp 4-door, sunshine roof, 6-light saloon, beautifully refinished in a most attractive shade of fawn, blue leather interior and carpets to match, the whole of the interior, including the headlining and door fillets, are in excellent order, the bodywork of this car is unmarked and in our opinion is superior to many post-war cars, the engine was reconditioned in 1950 and is remarkably silent, does not use any oil, a most outstanding example of this pedigree make and a true tribute to one of Britain's fine cars; delivered free anywhere in England; taxed; £595.—Maidstone Engineering Co., Cross St., Pendleton, Salford, 6, Manchester. Tel. Pen. 3457. [8307

ROVER 14

NEWNHAMS, Ltd.

1939 Rover 14 saloon, black with brown, exceptional condition; £695.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4642. [7465

BOON & PORTER, Ltd.

1937 Rover 14 sports saloon, reconditioned throughout, with new Rover engine; £675.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [7974

1935 Rover 14hp, nice condition, £235.—80, Tattenham Way, Burgh Heath, Tadworth, Surrey. [6872

ROVER 14 sports saloon, 1947 (Oct.), radio and heater, etc., mileage 19,000, excellent clean condition; nearest £1,175.—78, Scalehall Lane, Lancaster. [7516

£275—1935 Rover 14 de luxe saloon, black, excellent condition, good runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8803

1939 Rover 14 saloon, recently recellulosed, recommended; £675.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8855

1937 (April) Rover 14 sports saloon, black, brown leather, engine reconditioned, radio, in exceptional condition; £525.—Clarke and Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [7751

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

1938 Rover 14 sports saloon, pressed steel wheels, immaculate condition, a rare motor, £640 exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [8120

£775—Rare and beautiful Rover 14 de luxe saloon, bodywork absolutely spotless, interior excellent, mechanically as a Rover should be, truth in advertising is our motto; this car literally looks and runs like a 1947 model, worth £1,300, and no one would believe it was first registered February, 1940.—Below.

£650—1938 Rover 14 de luxe saloon, one of the finest we have had, absolutely spotless condition throughout and compares favourably with one advertised above; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [8791

ROVER 14, first registered 19.9.34, 35 model, mileage showing 42,000, resprayed black, clean brown leather upholstery, clean carpets to match, quiet transmission, good tyres, spare unused, good brakes, good engine, really clean, reliable, economical 4- to 5-seater saloon car; sacrifice, £240; taxed; any trial.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [8215

ROVER 16

CAR MART, Ltd.

1947 (8 Rover 16hp saloon, 19,000 miles; £1,345.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8598

H. M. BENTLEY & PARTNERS, Ltd.

1947 Rover 16 6-light saloon; £1,285.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [7608

DUNHAM & HAINES, Rover distributors, offer:—

FAMILY saloon, black with brown leather, 1946 model, registered January, 1947, £10 tax, fitted radio.—Dunham & Haines, Luton 2100. [7966

1938 Rover 16hp 4-light sports saloon, just completed overhaul costing approx. £150, 4 new tyres, thoroughly recommended.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6709

1939 Rover 16 sports saloon, superb condition in every respect; £725; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [8122

ROVER 20

ROVER 20 1938 sports sal., twin horns, spot light, discs, etc., perfect order, well above average condition; £675.—Colindale 8765. [8350

1938 Rover 20 sports saloon, black with radio; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3135

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 saloon, radio, heater, 16,000 miles; £1,825.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8597

H. A. SAUNDERS, Ltd., offer:—

1948 Rover 60 saloon, grey with blue leather upholstery, radio, etc., 10,000 miles; £1,495.

836—842, High Rd., N.12. Hillside 0024. [8102

COOMBS & SONS (GUILDFORD), Ltd., offer:—

DECEMBER 1948 Rover 75 saloon, black and red, H.M.V. radio, 14,000 miles; £1,650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8787

1950 (June) Rover P4 saloon, black, red, radio, 6,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [8630

1950 Rover 75 P4 saloon, pale blue, blue leather, Regency loose covers, heater, 5,500 miles, spare unused, one owner.

RIPCO Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [8223

CAMDEN MOTORS.—Rover 75 P3 saloon, maroon with maroon leather, H.M.V. radio, heater, etc., recorded mileage 14,155, one owner; £1,595.

CAMDEN MOTORS.—Rover 75 P4 saloon, 1950, immaculately finished in blue, condition practically indistinguishable from brand new, very low mileage indeed, heater, etc.; £2,195.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) for further selection from our stock of 50 guaranteed used Rovers. See under Rover Miscellaneous. [8710

1950 Rover 75, P4 saloon, 5,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [8732

1948 (November) Rover 75, well maintained, grey cellulose excellent, H.M.V. pushbutton radio, one owner only; £1,450.—Addiscombe 6051. [8856

ROVER 75, just free of covenant, black with green leather, immaculate condition.—Steels Garages, Ltd., 105, High St., Cheltenham. Tel. Cheltenham 5033. [7942

1950 (June) Rover P4, black with grey hide interior, as new, £2,275; exchanges or hire purchase.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [8653

LAND-ROVER

HARVEY, HUDSON, Ltd., offer:—

1950 Land-Rover, 11,000 miles, also 1949 Land-Rover, 9,000 miles, and 1949 Land Rover, 8,000 miles, fitted with cross-country tyres; details.

HARVEY, HUDSON, Ltd., S'th. Woodford, E.18. Wanstead 0056. [8505

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd., wish to buy Land-Rovers.—S'th. Woodford, E.18. Wanstead 0056. [5864

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0707

ROVER MISCELLANEOUS

H

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

CAMDEN MOTORS.—Rover 75. See our separate advert. under Rover 75.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1947, black, brown leather, fitted heater, loose covers, etc., nominal mileage, excellent condition; £1,165.

CAMDEN MOTORS.—Rover 16hp foursome drop head coupe, 1939, late type model with post-war features, a very scarce and much sought after car, coachwork finished in Rover green with green leather and dark grey mohair hood, extensive mechanical overhaul beginning of year, engine bored and sleeved, etc., specially recommended; £775.

CAMDEN MOTORS.—Rover 14hp saloon, 1947, a very good specimen, carefully used by one owner, fitted heater, nominal mileage; £1,145.

CAMDEN MOTORS.—Rover 14hp sportsmans saloon, 1938, a very desirable car, attractive lines and appearance, quiet, smooth engine with typical exhilerating Rover performance; £595.

CAMDEN MOTORS.—Rover 14hp special streamline saloon, a rather unusual model, stylish, modern looking bodywork with swept tail performance, definitely in a class of its own; £395.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1947 (April), Rover green, loose covers, H.M.V. radio, one owner, excellent condition; £1,165.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, late type model, original condition throughout except for major engine overhaul last Dec., new Avon tyres, a carefully used and well-kept Rover; £675.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946, one owner only since new, good mechanical order, interior not quite up to our usual standard, definite opportunity to acquire a genuine post-war Rover for the price of a pre-war model; £795.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946 model (Nov., '45), fitted works reconditioned engine last year, excellent all round condition, fitted radio, etc.; £945.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1939, the very popular four-door model with rear external luggage boot and identical features to the post-war Rover, attractive Rover grey finish with blue leather, performance quite equal to many cars of much higher horse-power yet retaining the economical running costs of a "ten"; £695.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1937, two very careful owners since new, whole condition vastly superior to the majority of cars of its year; £425.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [8711

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 3434. [0971

H

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST RD. Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0842

1950 Rover P4 saloon required.—Turnbull Ross House, Station Hill, Winchester. [9082

POST-WAR Rover cars wanted urgently; mileage under 10,000; must be in very good condition.

OFFERS to:—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6399

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8645

Rover Cars Wanted

PRIVATE buyer wants Rover P4; will pay good price.—Thompson, 79, Beaufort Ave., Bispham, Blackpool. [8362

BRITISH & COLONIAL MOTORS, Ltd., require used Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8257

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards. Wembley 8691-2. [0776

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0700

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

ROVER wanted.—Wanted privately pre-war Rover, preferably a sports saloon, must be original condition; a high price paid.—Lee Green 4555, or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4183

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

ROVER half shaft and hub assemblies reconditioned and service exchanged, returned same day.—Praills (Hereford), Ltd., Commercial Rd., Hereford. [8207

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

DICKS.

1947 Singer 10 saloon, very carefully used; £695.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2444

H. A. SAUNDERS, Ltd., offer:—

1950 Singer S.M. 1500 saloon, black with beige leather upholstery, 6,000 miles; £1,245.

836—842, High Rd., N.12. Hillside 0024. [8109

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [8232

SINGER 2-litre sports saloon, one owner, as new; £325.—Evenings Elmbridge 2587. [7898

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, Geneva blue.—Below.

GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, Cotswold grey.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8518

1947 Nov. Singer 10hp saloon, immaculate condition throughout, taxed; £660.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [8741

1948 Singer 10 saloon, black, one owner; £675.—Grove Motors, North Rd., Southall 2477. [8153

£230—1936 Singer 11 saloon, fluid-drive, clutchless change, resprayed, rebored.—Wimbledon 6663. [8379

GOLDERS GREEN, H. A. SAUNDERS, Ltd.—1936 Singer Le Mans, blue; £320.—144, Golders Green Rd. Spe. 0011. [8575

1948 (October) Singer super 10 de luxe 4-door saloon, 14,000 miles, perfect, immaculate; nearest £750.—Box 3187. [7940

1937 Singer 9hp saloon, black, perfect condition throughout; £285.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [8180

265 gns.—Singer Bantam, August, 1939, 9hp de luxe saloon, dark green, sliding head, leather upholstery; good condition; terms; exchanges.—Rowland Smith, below.

195 gns.—Singer 9, Sept., 1937, sports coupe, green and black, sliding head, green leather; terms exchanges.—Rowland Smith, below.

750 gns.—Singer super 10, 1949, de luxe 4-door saloon, maroon, sliding head, carefully used; exceptional condition; terms; exchanges.—Rowland Smith, below.

145 gns.—Singer 11, 1935 model, de luxe 4-door saloon, blue and black, blue leather; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8463

£250—1934 Singer 9 Le Mans sports 2-seater, recent recond. engine and clutch, new tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7780

Singer Cars Wanted

R

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards. Wembley 8691-2. [0777

RAYMOND WAY, the hire-purchase specialists are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0872

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48731/2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol 8. Tel. 22514. [0219

SPORTS CARS

PERFORMANCE CARS.

THE WINDMILL GARAGE, Great West Rd., Brentford, Middlesex.

ONLY 3 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995.

FULL 24-hour service, repairs, petrol, etc.; comprehensive stock of cars and accessories.

FROM the best selection of reasonably priced, guaranteed sports cars we offer:—

ROLLS-ROYCE P.II d/h foursome by Henry Binder, 1938/30, magnificent car; £725.

FRAZER NASH-B.M.W. type 328 2-seater, very low mileage, 1939; £960.

FRAZER NASH-B.M.W. 2-litre type 45 drop head foursome, 1937; £375.

FRAZER NASH-B.M.W. type 45 saloon, fitted type 55 engine, 1936; £295.

M.G. T.A. 2-seater (blue), 1937, £395; M.G. T.A. 2-seater, black, 1936, £275.

M.G. 12hp N.A. Magnette 2-seater, 1935, £265; M.G. P.A. 2-seater, 1936, £295.

M.G. 2.6-litre drop head foursome, 1940, £575; M.G. 2-litre drop head foursome, 1937, £425.

M.G. P.A. 4-seater, 1934, £265; M.G. J.2 2-seater, 1933, £235.

M.G. 2.6-litre tourer, 1939, checked throughout, engine overhauled by us; £550.

BENTLEY 3-litre Red Label tourer by Young, 1926; £295.

LAGONDA 4½-litre tourer by Vanden Plas, fitted Rapide engine, 1935; £625.

TRIUMPH Dolomite 14hp drop head foursome by Tickford, 1939; £495.

ALVIS 4.3 Charlesworth saloon, 1938, £525; Alvis Silver Eagle 17hp saloon, 1935, £175.

SINGER 12hp saloon, very good runner, 1928, £65; Austin 10 saloon, 1934, £160.

AUSTIN 7 Ruby saloon, 1935, £145; Austin 7 saloon, 1930, £90.

WOLSELEY 14hp tourer, 1937, ex-police, grey with brown upholstery; £295.

BUGATTI type 43 18hp 2-seater with dickey, supercharged, very fast; £375.

TALBOT 95 tourer by Young, 1935, £275; Packard 26hp d/h foursome, 1936, £325.

PERFORMANCE CARS. [8424

BLAKES

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [6385

MERCURY offer:—

1937 model Frazer Nash-B.M.W. 1½-litre super sports 2-seater, in superb condition, many special features; 3 S.U. carbs; Scintilla mag; Lockheed brakes, etc., wheel spats, aero screen, new hood, screens and tonneau; perfect tyres; capable of over 85mph; £395; also

EX Eldridge Frazer Nash supercharged, twin cam Anzani, in spotless condition, Duplex third and top, enormous alloy brakes, special chassis with half elliptic rear springs, chrome axle and crankrods, capable of over 100mph; needs slight attention to motor; a gift at £345; also,

FRAZER NASH special, very pretty 2-seater fitted with Ford V.8 motor, large alloy brakes, Le Mans guards, chromium axle and crack rods, new tyres; well-known and successful car, £10 tax; £345.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [8473

B. & G. MOTORS offer:—

£135.—Lea-Francis, 16hp twin cam Ace of Spades sports saloon, grey and chromium, a sports performance coupled with extra comfort.

MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [8533

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition; please telephone for details of current stock, including:—

ALFA-ROMEO 1,750cc supercharged Zagato.

ALFA-ROMEO 1,500cc twin cam 2-seater.

BENTLEY 4½-litre fixed head coupe.

BRITISH SALMSON, 1938, 13hp drop head coupe, 1936 12hp d.h.c.

HEALEY 1951 Silverstone 2-seater.

M.G. J2 2-seater.

TALBOT 90 sportsman's saloon, 35,000 miles.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. Will our customers please note that we no longer open on Sunday mornings. [8781

SPORTS CARS

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0827

£75.—Swift 1929, taxed year, reliable.—18, Avondale Rd., S. Benfleet. Tel. 2341. [8023

S.S.100 2½-litre, first registered May, 1938, immaculate condition; £475.—218, Sheen Rd., Richmond, Surrey. Ric. 3250. [8776

FIAT Balilla 1100 2-seater sports, just recellulosed red, excellent tyres, hood, etc., very fast, smart car; £300.—257, Southmead Rd., Bristol. [8344

WOLSELEY Hornet E/W special 1933 fixed head coupe, engine and bodywork sound, requires new head lining; £200.—Tel. Tadworth (Surrey) 3220. [7908

POTTER RICHARDS & CARR have choice of Allard, Rolls-Royce, Opel, Jawa, Citroen, Lancia, Renault, Delage, Buick, Studebaker and also Cadillac engines.

ATTRACTIVE prices, part exchanges, h.p. terms.

FOR details 'phone Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [8768

ROSE & YOUNG, Ltd., offer.—Alfa-Romeo 1750 supercharged 4-seater tourer, excellent order; £365.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464 and 8162. [8616

CHILTERN CARS offer Alfa-Romeo, Allard, Atalanta, Bugatti, Buick, Daimler, Ford, Frazer Nash, M.G., Riley and Talbot cars from stock; we shall be closed from August 3rd to August 7th inclusive.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [8219

RICHARDS & BROWN offer: 1100cc Riley 1932 works model, many special features, polished axles and steering, 4 carburettors, road equipped, excellent condition throughout; several other sports cars in stock.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [8841

£10 tax, the ex-Lance Macklin low chassis 100mph model 4½-litre Invicta, completely rebuilt July, 1949, from the bare chassis, all components new or reconditioned, registered July, 1949, 4,300 miles since, new striking aluminium open four-seater, body black and silver, everything brand new throughout, we understand that reconstruction of this car cost nearly £1,500, whole engine burnished and chromed, burnished steering and springs, Chromard liners, all new bearings, new pistons, crankshaft ground, drums ground and burnished, shoes relined, K.E. 965 valves, sillicon steel guides, new carburettors, special new clutch, stone-guarded Marechal lamps, racing Dunlop tyres, racing strip wings, musical horns, fold-flat and racing screens, dual Scintilla ignition, averaged 22mpg over 600 miles, has reached 114mph with the hood up, probably the most striking appearance of any car we have stocked, offered at a fraction of its cost.—Speedsters, Ltd., the best conditioned sporting cars in the country. Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [8585

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [8289

PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [5911

SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7597

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

145 gns.—S.S.1 1933, 16hp foursome coupe, metallic blue and black, sliding head, leather upholstery, good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8462

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0968

STANDARD 8

DICKS.

1947 Standard 8 tourer, recent overhaul; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5804

GLANFIELD LAWRENCE offer:—

1947 Standard 8 saloon, black, brown upholstery, exceptional condition throughout; £575.—407, High Rd., N.12. Finchley 0091. [7748

PALMERS MOTORS, Ltd., offer:—

1948 Standard 8 de luxe saloon; £485.—53, York St., Twickenham. Popesgrove 1890. [8480

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Standard 8 saloon, colour blue, blue leather interior, excellent condition throughout; £525.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [1255

1939 Standard 8 saloon, bargain; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [2453

1948 Standard 8hp drop head, black, one owner, new tyres, taxed Dec., excellent condition; £585.

K. J. MOTORS, Ltd., Bromley, Kent. Tel. Rav. 3456. [7167

1947 Standard 8 drop head coupe, grey with blue upholstery, new engine, new hood, 25,000 miles; £595.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [5660

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3722

£325.—1939 Standard 8 tourer, black, very clean condition, fitted tonneau, etc., good tyres, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8805

STANDARD 8

1947 Standard 8 saloon, black, good condition; £530.—Raikes, Colemans Hatch, Sussex (C.H. 3). [78..

1946 Standard 8 tourer, black, in good order, £475, small mileage.—Cheeseman & Edwards, Ltd., Caterham 1056. [88..

STANDARD 8 d.h. 4-seater 1947, private, excellent condition, any trial; £550.—R. M. Peacock, 10, Lime St., Bedford. [795..

1947 Standard 8 4-seat coupe, immaculate order throughout, grey/blue; £535.—Shepperton Garage, Walton 2522. [798..

1947 Standard 8 saloon (Dec., 1946), sliding roof, black-brown upholstery; £495.—Grove Motors, North Rd., Southall 3477. [410..

1947 Standard 8 drop head coupe; £525.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [860..

1950 (registered) Standard 8 4-seater tourer, very pretty car; £500 or near offer.—Elibank Motors, Elibank Rd., Eltham Park, S.E.9. [8435

1947 Standard 8hp drop head coupe, 24,000 miles, reconditioned engine, clutch, brakes, new tyres and battery; £565.—68, Percy Rd., Hampton, Middx. Molesey 1498. [8317

1948 model Standard 8 saloon, black, brown leather, low mileage, as new; £625.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4090

£595.—Standard 8hp de luxe saloon, black with fawn interior, serviced and maintained by Standard Motor Co., beautiful condition; most economical car.—Robbins, East Putney. Tel. 4581. [8415

STANDARD 9

£365.—Standard Flying 9 1938 2-dr. sln., super mechanically, original throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [7860

£295.—1938 Standard 9 de luxe saloon, reconditioned engine (2,000 miles), king pins and bushes, excellent condition, year's tax.—Enfield 0069. [8690

1938 Standard 9 saloon, black, just been recellulosed, in first-rate condition throughout; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3572

1940 Standard 9hp saloon de luxe, a very exceptional car, with reconditioned engine; £445.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8160

STANDARD 10

JACK STONE & SON, offer:—

1938 Standard 10hp saloon, excellent condition; £325; terms and exchanges gladly arranged.

JACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5 and 2276-7. [8714

1938 Standard 10 saloon, a perfect family car, 1 owner; £345.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [7794

1938 Standard 10 saloon, reconditioned engine, new tyres, excellent condition; £275.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [2657

STANDARD 12

NEWNHAMS, Ltd.

1948 Standard 12 saloon, grey with blue; one owner; £785.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7471

STARNES MOTORS offer:—

£775.—Standard 12hp saloon, delivered March 1947, black with blue leather upholstery, one owner, excellent condition.

STARNES MOTORS, Standard Sales and Service Specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [6725

SAUL & SLATTER, Ltd., offer:—

1948 Standard 12hp saloon, grey, with blue leather upholstery; £785.

44-46, Aldermans Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7175. [8396

11000 miles only! (See below.)

1947 (27.10.47) Standard 12 saloon, "laid up" 1948, one owner, 11,000 miles only! Grey, blue leather upholstery; regularly serviced by Standard agents, immaculate and mechanically perfect; private sale: £825.—Tel. Orpington (Kent) 641. [6692

WEMBLEY COURT MOTORS offer:—

1939 Standard 12 drop head coupe, just recellulosed maroon, in excellent condition throughout, any inspection or trial welcomed; £450.

1937 Standard 12 saloon, black, in very good condition throughout, bargain; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7742

1946 Standard 12 saloon, excellent order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8157

STANDARD 1937 Flying 12, black, radio, good order, any trial, bargain, £250.—Catford, Hit. 3716. [8310

1938 (late) Standard 12, mech. sound, body re-upholstered; £350 or offer.—Eas. 3753 before 6. [8312

1933 Standard 12, excellent condition; £195.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3136

1947 (August) Standard 12 saloon, grey, blue leather throughout, run 22,000 miles, one owner; £795.—Promenade Motors, 479, Green Lanes, N.13. [8195

1938 Standard 12, 14 body, bench type front seat, full 6-seater saloon, outstanding condition; £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7588

FIRST registered November 1948 Standard 12 drop head foursome coupe, one owner, excellent condition; £745.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3785

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

WALTER SCOTT, Ltd.—1948 Standard 12 drop head coupe, black, nominal mileage, excellent throughout; £795; terms and exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [8162

1947 Standard 12 saloon de luxe, black with red upholstery, one owner from new, genuine 20,000 miles, absolutely new condition throughout, must be seen to be appreciated; £825.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [8179

£865—Probably the loveliest in the country! A 1948 Standard 12 drop head coupe, especially cellulosed satin bronze with red leather upholstery, concealed radio under rear seat, chrome Ace wheel discs, bumper overriders, twin spot-lights, twin wing mirrors, beautiful mascot, defroster, Tapley brake indicator, etc.; the mechanical condition, of course, is perfect; many others; three months' written guarantee, part exchanges, deferred terms.

NORTHERN MOTORS, 186-194, Pinner Rd., Harrow. Harrow 4444 4694. [8237

STANDARD 14

1948 Standard 14 saloon, grey, 26,000 miles, recommended condition; £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [4684

1948 Standard 14 saloon, black, beige, one owner, very carefully maintained, low mileage. £850.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [8546

1947 (March) Standard 14 export l.h.d., one owner, grey; £675.—John Way, 11, Welbeck St., W.1. Wel. 7069. [8351

1948 Standard 14hp saloon, beige with fawn leather, one owner, new tyres, most carefully used, taxed Dec.; £845.

K. J. MOTORS, Ltd., Bromley, Kent. Tel. Rav. 3456. [7166

1946 Standard 14 4-door de luxe sun saloon, colour black, green leather upholstery; indistinguishable from new; 699gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [8400

1948 Standard 14hp 4-dr. de luxe sun saloon, an exceptionally clean car, black with real leather upholstery and good tyres; £795.—Tel.: Pad 3075. [7023

JARVIS & SONS, Ltd. offer:—1948 (Sept.) Standard 14 saloon, grey and red leather, superb condition; £895.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8774

1947 Standard 14hp saloon, black, fawn upholstery, 1 owner; £785.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1231

1948 Standard 14hp saloon, grey blue leather, low mileage, immaculate condition; £865.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Waxlow 1891. [8051

£865—1948 Standard 14 de luxe saloon, black with green leather upholstery, one owner, in original condition; terms and exchanges.—G. S. Hall, 302 King St., W.6. Riverside 2881. [7157

STANDARD 16

STANDARD Flying 16, 1936, good condition throughout, taxed, insured; nearest £285.—Ingrebourne 2335. [8829

STANDARD VANGUARD

DICKS

1949 Vanguard saloon, fitted radio, heater, etc.; £1,050.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [6344

CAR MART, Ltd.

1949 Standard Vanguard saloon, 9,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8593

TOM GARNER, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige upholstery, heater, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7990

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige leather upholstery, 10,000 miles; £1,395.

836—842, High Rd., N.12. Hillside 0024. [8100

GORDON CARS (LONDON), Ltd.—1950 Vanguard Estate car, green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Vanguard saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vanguard saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vanguard saloon, grey.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8520

GOLDERS GREEN, H. A. SAUNDERS, Ltd.—1950 Standard Vanguard, red, beige, heater, £1,245.—Below.

1949 Standard Vanguard, grey, red, £1,025.—144, Golders Green Rd. Spe. 0011. [8576

1950 Vanguard, grey with red leather, fitted heater, one owner, 8,000 miles, taxed Dec.; £1,250.

K. J. MOTORS, Ltd., Bromley, Kent. Tel. Rav. 3456. [7165

1949 Vanguard sal., black brown cloth, good condition; £950.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [8566

1949 (September) Standard Vanguard, metallic grey, red interior, fitted heater, radio, R.mbellishers, low mileage; £1,075.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [6335

1950 Vanguard saloon, very low mileage, grey, red upholstery, most carefully used; £1,350.—Holbrook Motor Co., Ltd., Richmond 4014. [8236

1950 Vanguard saloon, 7,000 miles, as new; £1,350.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [5630

1949 Vanguard sal., grey, grey hide, radio, heater (Oct.), immaculate condition, low mileage; £1,100.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [8565

STANDARD VANGUARD

1950 Standard Vanguard estate car, 14,000 miles, one owner, spotless; £1,350.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [7449

1950 Standard Vanguard saloon, Comet blue beige leather, low mileage, showroom condition; £1,195.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Waxlow 1891. [8052

£995—March, 1949, Standard Vanguard with leather upholstery, etc., a one-owner car since new, carefully and sparingly used, represents exceptional value for money.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for our post-free catalogue of over 400 cars; showrooms open until 8 p.m. Monday/Saturday. [8712

1949 Standard Vanguard, black, leather, nominal mileage; immaculate condition throughout; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [8437

STANDARD Vanguard, 14,000 miles, delivered Dec., 1949, 1 owner, green with cherry interior, in excellent condition, new tyres.—"Kingsdale," Alumdale Rd., Bournemouth. Westbourne 64351. [8835

£1095—Standard Vanguard saloon, finished metallic green with maroon cloth interior, genuine 11,000 miles, spare tyre unused, superb condition.—Robbins, East Putney. Tel. 4581. [8416

DECEMBER 1950, Standard Vanguard, 7,000 miles, fitted radio, heater, nylon loose covers, Whitehall grey, spare unused and as new throughout; £1,250.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7668

1949 (Nov.) Standard Vanguard grey, red leather upholstery, heater and radio, as new; £1,150.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5484

1949 (December) Standard Vanguard saloon, Whitehall grey, blue leather, taxed year; genuine 5,000 miles only; £1,245.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [8685

1949 Standard Vanguard, one owner, 15,000 miles, fitted H.M.V. radio and heater, immaculate appearance, taxed; £1,085.—Universal Car Distributors (London), Ltd., 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [8187

ROSE & YOUNG, Ltd., offer:—1950 Standard Vanguard saloon, low mileage, leather upholstery, exceptional condition, metallic grey; £1,175.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [8770

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

R
S
ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead tube). Ham. 6041.

I URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8648

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

C. A. PETO, Ltd., 42, North Audley St., W.1. Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [5758

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198 Kings Rd., S.W.3. Flaxman 4801-3. [8020

STANDARD Vanguard and post-war 12s and 14s in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0809

STARNES MOTORS, 108, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's Ltd. (Woodford, Essex), Slough House, 16 Berkeley St., W.1. [3006

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29459.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0292

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1035

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STANDARD spares for all models, largest provincial stockists.—Hollinedrake Automobile Co. Ltd., Stockport (Tel. 4461) and Princes Drive, Colwyn Bay (Tel. 3322). [0359

Standard Spares and Service

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0002

STUDEBAKER

MONTROE MOTORS, offer:—

1936 Studebaker 26 saloon, black; £155.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6400

STUDEBAKER Dictator saloon, rebored, taxed; £260.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8657

1939 Studebaker 26hp, overdrive, free wheel, one owner since new, stored during war, H.M.V. radio, superb condition; £475.—Meadway 1777. [8484

ARCHIE SIMONS & Co., Ltd., 1939 Studebaker Commander saloon, gear change under steering column, colour black, in excellent condition throughout.—94, Great Portland St., W.1. Lan. 1343. [8510

1950 Studebaker Land Cruiser saloon, overdrive, radio, heater, demister, righthand drive, absolutely immaculate, 8,000 miles; £3,350.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7957

1950 Studebaker Regal de luxe Champion power-operated convertible with every extra, right-hand drive, 3,000 miles, a superb car; £3,350.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7956

1950 Studebaker Commander 2-dr. saloon, right-hand drive, radio, heater, etc., 9,000 miles, the most magnificent car (the show model); £3,450.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [7955

1937 Studebaker 26hp saloon, interior and bodywork very good, engine 100%, new battery, four new tyres, brakes just overhauled, taxed and insured, a real, sound, genuine car in every way; £245 or near offer.—Apply 4, MacBean St., Woolwich, after 3 p.m. [8518

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker from 1937 onwards. Wembley 8691-2.

SUNBEAM

1931 Sunbeam 18.2 fixed head coupe, taxed and insured; £150.—S. J. Lodge, 70, High St., Feltham, Middx. [7888

SUNBEAM-TALBOT

CAR MART, Ltd.

1949 90 Sunbeam-Talbot saloon, 10,000 miles; £1,375.

1949 Sunbeam-Talbot 90 saloon, 9,000 miles; £1,495.

1948 Sunbeam-Talbot 2-litre tourer, 21,000 miles; £975.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8594

MERCURY offer:—

1939 Sunbeam-Talbot 10 foursome drop head coupe in superb condition; £525.

TERMS and exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [8471

CARR BROS., offer:—

1948 Sunbeam-Talbot 10hp sports saloon, 19,000 miles, grey metallic finish, beautiful appce., excellt. performance, outstanding example of this luxurious model.—Carr Bros., Purley. Uplands 4812. [8529

BROWNS for Sunbeam-Talbots.

1939 Sunbeam-Talbot 10hp drop head coupe, Abbey body, exceptional condition throughout; £645.—Brown's Garage, Loughton (Essex), 4119 (Tube). [8131

BROOKLANDS for individuality.

1950 Sunbeam-Talbot 90, beige, speedometer reading 8,000.

1950 Sunbeam-Talbot 80 saloon, metallic green, speedometer reading 10,000 only.

1949 Sunbeam-Talbot 90, metallic grey, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [8205

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, black, buff leather, 11,000 miles.

1950 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7736

1939 Sunbeam-Talbot 10 saloon, excellent condition; £625.

THE BUCKS MOTOR Co., Ltd. Tel. Aylesbury 164. [7983

1950 Sunbeam-Talbot 90 saloon, heater, 10,000 miles; £1,435.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8544

2-litre Sunbeam-Talbot, granite grey, grey leather, first reg. 31st Dec., 1946, 15,000 miles; £945.

R. F. PUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4824

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [8279

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8519

1950 Sunbeam-Talbot 90 sal., 6,000m; £1,550.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8850

SUNBEAM-TALBOT 10 saloon, January 1948, 38,000, one owner; £1,050.—Symon, 20, Pilgrims Lane, Hampstead, N.W.3. Ham. 1202. [7905

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,565.—Mitchell, 1, Balham High Rd., S.W.12. [8860

1950 (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1,275.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2478

1950 Sunbeam-Talbot 90, serviced by manufacturers, as new, just out of covenant, 12,000 miles, wireless; £1,425 or near offer.—Bowley, Pad. 8798, or call 20, Oxford Mews, Southwick St., W.2. [8836

1950 Sunbeam-Talbot 90 saloon, one owner, black, 13,000 miles, in very exceptional condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6670

1950 (June) Sunbeam-Talbot 90 saloon, bronze with red leather, one owner, as new, £1,475; 1950 (April) Sunbeam-Talbot 80 saloon, bronze with red leather, perfect, £1,310.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8315

CAMDEN MOTORS.—Sunbeam-Talbot 90 foursome drop head coupe (convertible) 1950, metallic grey with red leather, loose seat covers, an immaculate specimen, maintained solely by distributors since new, exceptionally small mileage even for a car just over 12 months old, £1,395.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, 1950, black, grey leather, fitted radio and heater, almost as brand new; £1,275.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, metallic grey, new engine fitted last week, only 50 miles road test since fitting, superb order, £795.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1938, very pretty car, lady owner, attractive metallic green finish, nippy but economical engine; £345.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1939, metallic bronze with fawn hide interior, almost new tyres, excellent performance; £495.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [8693

TANKARD & SMITH, Ltd., offer 1949 Sunbeam-Talbot 90 saloon in black with brown leather, one owner since new, speedometer reading 10,000 miles which, from the general condition of the whole car and the unused spare tyre, should be genuine; £1,300; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801 3. [8012

Sunbeam-Talbot Cars Wanted

R

ROOTES

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

R

ROWLAND SMITH'S the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8643

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46391 [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2 [0089

TALBOT

TALBOT 10, 1938, black saloon; £525.—Hills, Kensington, 4020. [6869

1938 Talbot 10 saloon, recellulosed, excellent mechanically; £465.

THE BUCKS MOTOR Co., Ltd. Tel. Aylesbury 164. [7964

110 Talbot with 2-door sports saloon coachwork by James Young black, brown hide, maintained by us since new; £700.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1885. [4923

TALBOT 10 saloon, one owner from new, as new, extras, £435; terms.—Midland Motor Co., Traffic St., Derby. Tel. 2349. [8300

1950 Talbot 80, 3,000 miles; £1,295.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8067

1937 (June) Talbot 10 sports saloon, cream and green, one owner, specimen car; £425.—348, King St., Hammersmith. Riverside 2337-8. [8214

TALBOT

325 gns.—Talbot 10, Sept. 1936, foursome drop head coupe, black, blue leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Talbot 75, August 1937, 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8464

£275—1936/7 18hp drop head foursome Talbot, extremely attractive, quality car, good tyres, taxed; Bank Holiday snip; terms and exchanges.

BIRKETT MOTORS, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [8735

1938 Talbot 10 saloon, just recellulosed, silver gunmetal, in very good condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7743

1938 Talbot 3-litre saloon, gunmetal, grey leather, 57,000 miles only, one owner, recent £200 overhaul, an exceptional car in original condition; £595.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [8475

BARTLETT.—The only car of its type, 120 mph Lago-Talbot 6-cyl. ohv engine, twin carburettor Lago head, Cotal gear box, hydraulic brakes, independent suspension, fitted magnificent streamlined 2-seater coupe body with sunshine roof by Figoni, one of the prettiest ever built, fared in special Lucas headlamps, radio, twin speakers, chromium plated wheels, finished in grey with blue leather upholstery, superb roadholding, standing kilometre 34 seconds; price £2,250.—27a, Pembridge Villas, W.11. Bayswater 0523. [8282

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8649

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TRIUMPH

NEWNHAMS, Ltd.

1947 Triumph 1800 saloon, black with beige, excellent condition.

1938 (Oct.) 14-60hp Triumph Dolomite saloon, black with brown, one owner.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9776

CAR MART, Ltd.

1948 Triumph 1800 saloon, 6 months' guarantee; £1,145.

1949 Triumph 2000 Roadster, 14,000 miles; £1,225.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8592

BROWN'S for Triumphs.

1947 Triumph 1800 Roadster, excellent condition; £850.—Brown's Garage Loughton (Essex) 4119. (Tube.) [7109

ROUNDABOUT offer:—

1950 Triumph Renown, one owner, low mileage, choice of two, colours grey and maroon; £1,550.

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middx. Waxlow 1071-5. [8123

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor edge saloon, grey with grey leather, 10,000 miles.

1949 Triumph 2000 roadster, black with red leather, 14,000 miles.

1950 Triumph 2-litre Renown saloon, grey with grey leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [7939

BROOKLANDS for individuality.

1949 Triumph Roadster, champagne, brown.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [8206

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

1950 Triumph Renown saloon, black brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5622

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with beige leather upholstery, 10,000 miles; £1,495.

836—842, High Rd., N.12. Hillside 0024. [8107

CHARLES FOLLETT Ltd., offer:—

1950 Triumph Renown saloon, gunmetal, grey leather, one owner, heater, 26,000 miles, excellent condition throughout, guaranteed; £1,525.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [8250

GUY SALMON AUTOMOBILES, Ltd., offer:—

FOR the attention of the connoisseur.

1949 (November) Triumph 2000 coupe, 6,800 miles, colour black with red leather; also 1949 ditto, 9,000 miles; both these cars are truly superb specimens, have their spare tyres unused, hoods and upholstery unmarked and are genuinely equal to new in every respect; £1,250 each.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8470

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, grey

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [8517

1937 Triumph 14hp sports saloon, engine reconditioned, 6,000 miles; £385.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2116

TRIUMPH

1949 Triumph 2000 saloon, black, one owner, speedo. 15,000; £1,425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7452

1948 (Oct.) Triumph 1800 saloon, in black, moderate mileage; £1,095.

G. & C. MOTOR GARAGE, Canning Rd., Wealdstone, Middx. Harrow 3432. [7002

TRIUMPH 1932-33 9hp 4-door saloon, carefully maintained.—Offers: Thornhill, Bodalair, Hurst, Reading. [7843

1949 Triumph 2000 sal., met. grey, 8,000m; £1,495.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8851

1948 Triumph 1800 Roadster, metallic grey, blue leather, excellent condition, one owner, £1,000.—Box 3256. [8760

1948 Triumph razor edge; £1,095.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8665

£200—Triumph Gloria 16 saloon, 1935, engine reconditioned 1950, good tyres.—7, Radcliffe Rd., Croydon 1503. [8258

1950 (June) Triumph Renown saloon, grey, leather, Masteradio, heater, one owner, 9,400 miles only, untaxed; £1,695.

1949 (April) Triumph 2000 razor edge saloon, black, beige leather, twin spot lamps, taxed Dec., one owner, 10,000 miles only; £1,525; six months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel.: Wallington 3404. [7975

TRIUMPH Renown (just out of covenant), first-class condition, one owner, 4,000 miles; highest offer.—Holden, 175, Mill St., Liverpool, 8. [8360

1949 Triumph Roadster, green, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [8250

ROADSTER Triumph, Nov. 1947, very little used, appearance just as new; £900.—Greenways, Hawkhill Close, Esher, Surrey. Esher 4356. [8036

1950 Triumph 2-litre Renown saloon, 1,900 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [8730

GOLDERS Green: H. A. Saunders, Ltd.—1949 Triumph Roadster, green red hide, 8,000 miles, immaculate; £1,250.—144, Golders Green Rd. Spe. 0011. [8578

1949 Triumph 2,000 saloon, 8,000 miles; £1,295.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [806

£425—1939 Dolomite 14hp Roadster, mechanically perfect, most attractive appearance, cream with green interior; taxed; terms and exchanges.

BIRKETT MOTORS, Ltd., 121 Barking Rd., E. Ham. Grangewood 4314. [8736

£1360—Triumph 1949 Renown saloon, grey with grey leather, fitted radio and heater, 1 owner, carefully used, indistinguishable from new, taxed Dec.

K. J. MOTORS, Ltd., Bromley Kent. Tel. Rav. 3456. [7168

1949 Triumph 2000, grey, radio and heater, 12,000 miles; £1,450.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6142

1949 (August) Triumph 2000 saloon, black, low mileage, radio, loose covers; £1,250.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151. [858

1949 series Triumph 2000 Roadster, green with red leather, one careful owner, mileage 20,000, exceptional condition.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [7681

TRIUMPH Renown saloon, 1950, 6,000 miles, finished in maroon with beige leather upholstery, fitted heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [8552

£345—1938 Triumph Dolomite 1½-litre sports saloon, clean condition, fitted radio and heater, new tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [777

TRIUMPH Renown saloon, 1950, 14,000 miles, finished in black with beige leather upholstery, fitted radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [855

1947 Triumph 1800 Roadster, finished black, maroon leather upholstery, in extremely nice condition throughout; £885.—Birkett Motors, Ltd., 72-74 High St., South Woodford, E.18. Buckhurst 3766. [7515

1949 (May) Triumph 2000 Roadster, finished grey, one owner, 6,000 miles only, immaculate and as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [761

ROSE & YOUNG, Ltd., offer 1949 Triumph Roadster 2000 model, 9,000 miles only, spare unused, exceptional condition; £1,125.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8765

TRIUMPH Dolomite black saloon, 6-cylinder, 16hp, late 1938, one owner since 2,000 miles, present mileage 48,000, uses little oil, never been rebored; sale due to delivery new car.—Offers to A. V. M. Sir Douglas Harries, Mill Lane Cottage, Crondall, Hants. [8839

1949 Triumph Roadster 2000 model, recorded mileage 6,000 to date, champagne with rust hide upholstery, tyres as new, spare unused; radio and many extras; superb condition; £1,195.—Seen, 82, Framingham Rd., Sale, Manchester. Tel. Sale 3803 evenings. [8720

1095 gns.—Triumph 2000, 1949, Roadster coupe, metallic green, red leather, Windtone horns, one owner, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8465

£1025—Triumph Roadster 14hp, September, 1947, 3.5-seater, black with fawn leather, run only nominal mileage, fitted with Lucas P.100 headlamps, rim embellishers, spot lamps, twin mirrors; one of the finest looking roadsters available.—Robbins, East Putney. Tel. 4581. [8413

£595—Triumph Special 12hp sports saloon, prototype of post-war models; this vehicle is ravishly equipped and has very modern post-war designs; few people recognise this vehicle and all believe it is a special post-war model worth £1,400; beautiful, comfortable ride, excellent performance with economy; this vehicle must be seen to be appreciated; 3 months' guarantee, hire purchase, exchanges.

LAMBS, of Wood Green. Finchley Showrooms, 821, High Rd., Finchley, N.12. Fin. 6221. [illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

MAYFLOWER wanted.—A. F. Erskine, 63, Westfield Ave., Woking, Surrey. [6153

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8650

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [0182

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8263

CASH buyers of low-mileage 1800 and 2000 Triumphs distance no object.—Hattons Lord St., Southport. Tel. 2268. [0804

C. A. PETO, Ltd., 42, North Audley St., W.1, Triumph agents will purchase Triumph cars in first-class condition.—Mayfair 3051. [5759

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamb's Ltd. (Woodford, Essex.) Slough House, 16 Berkeley St., W.1. [8007

Triumph Spares and Service

S & T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd., and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

NEWNHAMS, Ltd.
TRIUMPH specialists, service and spares for all models incl. Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78 Broadway, Bexleyheath, Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

DICKS
1947 Hillman 10 utility definitely unmarked; £750.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7685

HAROLD RADFORD & Co., Ltd.
1949 (Sept.) Jowett Bradford utility, colour green, fitted with 4 de luxe seats, one owner, speedometer reading 11,872 miles, in excellent condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7107

1948 Hillman 10hp utility, 1 owner; £825.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8540

READ BROS. MOTOR Co. (LONDON), Ltd., offer:—
1948-9 Ford 10 Martin Walter Utilecon, immaculate; £665.
1948 (reg.) Hillman 10hp utility, superb condition; £545.
MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.9. Liberty 1604. [8722

1946 Morris 10cwt Utility truck, in nice condition; £225.—Below.
CHEVROLET 10-seater wood body station wagon, £10 tax, completely repainted; £350.—Eltbank Motors, Eltbank Rd., Eltham Park, S.E.9. [8434

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—
1949 Jowett Bradford 6-light utility, one owner, low mileage, exceptional condition; £550. [8671
1947 Bradford Utility, one owner, excellent condition, guaranteed; £425.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8097

1927 Rolls-Royce 21hp Utility.—Autowork, Ltd., Winchester. Tel. Winchester 4834 3406. [8077

STANDARD Vanguard estate car, 1949 (Nov.), radio, heater, green.—Ernest Sutton. Tel. Reigate 4 (trade only). [8629

£395—1938 Hillman 10hp utility, excellent oak body fitted, recellulosed, unworn tyres, excellent runner.—Below.

1945-6 (December) Hillman 10hp utility, in immaculate condition throughout; £525.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [7786

MARMON Straight 8, 1931, converted new utility body with collapsible seats, mileage guaranteed only 16,657, new tyres; only £475.

APPLY Sharman, 5, Victoria St., S.W.1. Abbey 5731-2. [7312

BRADFORD 6-light utility, 1949 delivery, excellent condition throughout; £525.—Buntings, Jowett Main Agent. Tel. Harrow 1908. [5725

1946 Hillman Minx estate car, excellent condition; £685.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [7926

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 1908. [0621

BEDFORD Utilecon, 1947, excellent condition, four good tyres; £600; 30 mpg.—Cosin, Stoutsfield, Yarnton, Oxon. Tel. Kidlington 2177. [8338

AUSTIN 10, personnel utility, excellent condition, £295; Morris 10, £275.—Jacquier, Ltd., 225-7 Hammersmith Rd., W.6. Riverside 6677-8. [5703

1948 (Oct.) Hillman 10 estate car, beautiful condition throughout, small mileage; £795.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7671

UTILITY CARS

1947 Ford 10cwt utility, windows, new tyres and battery, reconditioned engine done 10,000 miles, maintained regardless, receipts shown; £450.—Tel. Addiscombe 6051. [8857

1949 (December) Vanguard Estate car, metallic grey, leather de luxe, Radiomobile, heater, 15,000 miles, one owner-driver; £1,175.—Whitear, Tel. Welwyn Garden 3618. [8051

1948 Jowett Bradford de luxe utility, very clean, any inspection, 3 month guarantee; £645.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8271

STANDARD Vanguard estate car, 1949, 8,000 miles, finished in green with green leather upholstery, fitted heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [8551

195gns.—Ford V.8, registered Oct., 1946, 33hp Canadian 4-door 6-seater utility, R.H.D., wood body, removable rear seat, glass all round, drop tailboard, steering column gear change, good condition; terms, exchanges.—Rowland Smith, below.

450gns.—Hillman 10, registered 1951, 5-seater estate car, grey, fold-flush rear seats, sliding glass windows, rear entrance, very carefully used, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8466

FOR business, sport or pleasure.—Fordson 10hp chassis fitted Martin Walter Utilecon body seating seven, body seats fold flat into floor, glass windows all round, body finished blue, whole vehicle in splendid condition, very good tyres, grand for holidays, camping, etc., or estate work, first licensed 21st March, 1940; £525, exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. (Tel. Watford 4491.) [8167

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Stockport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

HILLMAN estate car wanted; state condition and price.—J. R. Inwards, Ltd., High St., Ruislip 3033/4/5. [5875

REQUIRED, utility brake or estate car of popular make, 1949 or later chassis.—Box No. 587, Smiths', 100 Fleet St., E.C.4. [7904

ALL types utilities wanted for cash.—Read Bros., Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5. 2276-7. [3557

VAUXHALL 10

£475—1940 Vauxhall 10, two owners, superb condition.—10, Cornwall Mews South, S.W.7, Western 2787. [8666

1946 Vauxhall 10 4-door sun saloon, colour black, maroon leather upholstery, exceptional value; 649gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [8403

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.
1939-40 Vauxhall 10hp saloon, black with blue leather, completely recellulosed, mechanically sound, one owner; £515.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars including latest models. [5494

VAUXHALL 12

TANKARD & SMITH, Ltd., offer 1947 Vauxhall 12 saloon, finished in black, fitted radio, heater, loose covers, in exceptionally good condition, £760; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [8138

VAUXHALL 14

NEWNHAMS Ltd.
1947 Vauxhall 14 saloon, black, 11,000 miles, one owner; £875.
NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7470

KENTISH & THOMSON, Ltd.
1947 Vauxhall 14 saloon de luxe, black, brown leather; £835.
564—566, Wickham Rd., Shirley, Croydon. Springpark 347. [8428

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1938 Vauxhall 14 saloon, black, brown leather upholstery, one owner since new, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1681. [4110

1939 Vauxhall 14hp J type saloon, green, sound body, mechanically good, green leather upholstery, a popular car; £485.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet, Barnet 8044 and 2353. [4106

1937 Vauxhall 14hp saloon, recently renovated and overhauled, reconditioned engine fitted, over £200 spent on car; 395gns.—Lawton-Goodman, 36, North Audley St., W.1. [8557

£895—A very rare 1948 Vauxhall 14hp saloon de luxe, especially adapted at considerable extra cost to suit requirements of disabled person, yet retaining the ordinary instruments and features for normal usage, modifications include clutch control incorporated in gear lever (left-hand operated), accelerator and special vacuum brakes operating on all four wheels, controlled from steering column, other extras include Clayton interior heater and demisting unit, etc., etc., quite apart from these expensive innovations this particular Vauxhall is in exceptional condition having been maintained regardless of expense by one owner only since new and having done a very moderate mileage indeed.—See below.

£395—Vauxhall 14hp 5-seater saloon de luxe, 1938, black with blue leather upholstery, reconditioned engine fitted March this year, mileage only 4,000 since fitting, outstanding opportunity.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2041 (5 lines). Write for our post free catalogue of over 400 cars. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded in full to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [8695

VAUXHALL 14

1946 Vauxhall 14 saloon, in splendid condition; £695.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5694

1947 (November, 1946) Vauxhall 14, two owners, showroom condition, photograph available.—176, The Dale, Purbrook, Portsmouth, Hants. Cosham 78444. [8320

£595—1939 Vauxhall 14 J type de luxe saloon, this vehicle literally looks and runs like post-war model worth £850; don't miss this! 3 months' guarantee; hire purchase; exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [8796

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.
1950 Vauxhall Velox saloon, radio, heater, 10,000 miles, £1,275.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8590

CAR MART, Ltd.
1949 Vauxhall Wyvern saloon, heater, 9,000 miles; £1,165.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8591

H. A. SAUNDERS, Ltd., offer:—
1950 Vauxhall Velox saloon, grey with red upholstery, fog light, heater, radio, etc., 8,000 miles; £1,295.
836—842, High Rd., N.12. Hillside 0024. [8103

H. A. SAUNDERS, Ltd., offer:—
1950 Vauxhall Wyvern saloon, green with brown leather interior, 3,000 miles; £1,225.
836—842, High Rd., N.12. Hillside 0024. [8101

1950 Vauxhall Velox saloon, radio, heater, loose covers, etc., 15,000 miles, as new; £1,195.
RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. [8499

1950 Vauxhall Wyvern, 6,000 miles, black, heater, Rimbellishers, unblemished condition; £1,145.
BIRKETT MOTORS, Ltd., 636, Mile End Rd., E.3. Advance 1517. [7577

1950 Vauxhall Wyvern sal., 8,000m; £1,175.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [8852

1950 series Vauxhall Velox, blue metallic, fawn leather, heaters, taxed, 9,000 miles, immaculate; £1,150.
BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [7368

1949 Vauxhall Velox 4-door saloon, colour black, brown leather upholstery, many extras, taxed year; 999gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [8399

GOLDERS GREEN.—H. A. Saunders, Ltd., 1950 Vauxhall Wyvern saloon, blue, brown, 5,754 miles; £1,090.—Below.
1949 Vauxhall Wyvern saloon, black, fawn, low mileage; £1,010.—Below.
1949 Vauxhall Wyvern saloon, black, fawn, 19,000 miles; £975.—144, Golders Green Rd. Spe. 0011. [8577

1950 Vauxhall Velox saloon, bronze, beige leather upholstery, recorded mileage 12,000, fitted heater, fog lamps.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [1763

VAUXHALL Velox 1949 saloon, beautiful condition throughout; £1,050 or terms.—Robin Wood Garage, S.E.19. Sydenham 6500. [8843

£945—Vauxhall Wyvern saloon in dark blue with leather upholstery, very good all round condition, nominal low mileage, one owner.
CHOICE of three other '49 and two '50 models; write for free catalogue.
CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2041 (5 lines). Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. [8696

1950 model Vauxhall Velox, black, 12,000 miles, as new; £1,135.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8182

AVAILABLE to the trade, low mileage Vauxhall Wyvern.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0968

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new; £1,035.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [8680

1950 Vauxhall Velox, green green leather, heater, 10,000 miles perfect condition; £1,225.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4092

1949 (late) Vauxhall Velox saloon, black, brown leather, cream wheels, magnificently maintained, as new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [8433

VAUXHALL Velox saloon, 1950, 8,000 miles, finished in black with brown leather upholstery, fitted radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [8549

TANKARD & SMITH, Ltd., offer 1949 Vauxhall Velox saloon, fitted heater, finished in black with brown leather upholstery, moderate mileage; £1,095; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [7032

1949 Vauxhall Wyvern saloon, blue, radio, heater, loose covers, screen sprayer, 12,000 miles, 3 month guarantee, any inspection invited; £1,025.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8272

VAUXHALL MISCELLANEOUS

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SHAW & KILBURN Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0293

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL MISCELLANEOUS

VAUXHALL Cadet saloon, immaculate condition; £145.—Lynch Garage (opp. G.P.O.), Uxbridge, Middx. Tel. 122. [6745

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 727.—Gregory's of Uxbridge. [0039

Vauxhall Cars Wanted

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M
THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane W.1. Grosvenor 3434. [0975

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SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0994

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Ashwood Mews, S.W.7. Tulse Hill 2768 (day). [0572

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8262

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2763. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards. Wembley 8691-2. [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.
WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0381

K.J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

REPAIRS! Recondit. exchange suspensions (complete pair), 10, 12, J, £15; DX, £17 10; 25hp, £23; Bedford reconditioned gear boxes, shock absorbers.—Pri. 2647. 10 Winchester Mews, N.W.3. [0244

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

1924 Talbot 10/23, good running order, excellent condition throughout, £110.—Hendon 1550. [8327

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1928 Lanchester 23hp, £200 recently spent, very fine condition, £250.—Box 3246. [8749

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

WOLSELEY

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.
1948 Wolseley 8hp saloon, black, brown upholstery, 18,000 miles, one owner.
1946 Wolseley 12hp saloon, black, brown leather upholstery, one owner, in excellent condition.
ALSO other post-war Wolseley models available.
LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [1234

CAR MART, Ltd.
1948 Wolseley 14/60 saloon, radio, 6 months' guarantee; £1,050.
1950 Wolseley Six Eighty saloon, heater, 12,000 miles; £1,550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8589

CYRIL SHEPPARD offers:—
1939 Wolseley 21 de luxe saloon, blue with leather to match, recond. engine; outstanding; £595. 102, King's Rd., Reading. Tel. Reading 2712. [8816

WARWICK WRIGHT, Ltd., offer:—
1950 Wolseley 4/50 saloon, grey, brown leather, radio and heater, 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 8871. [2672

WOLSELEY

TOM GARNER, Ltd., offer:—
1950 Wolseley Six-Eighty saloon, black with brown leather, radio, etc., 4,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7988

H. A. SAUNDERS, Ltd., offer:—
1950 Wolseley 4-50 saloon, maroon with maroon leather upholstery, heater, etc., 12,000 miles; £1,425.
836—842, High Rd., N.12. Hillside 0024. [8105

WANSTEAD MOTORS, Ltd., offer:—
1948 Wolseley 10 saloon, green, immaculate condition; £845.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [8119

H. A. SAUNDERS, Ltd., Radlett, Herts.
1950 Wolseley 6/80, black with brown leather and heater, 10,000 miles; £1,525.—Radlett 6167. [7454

H. A. SAUNDERS, Ltd., Radlett, Herts.
1950 Wolseley 4/50, black with brown leather and heater, 10,000 miles, £1,350.—Radlett 6167. [7453

WOLSELEY 1938 25hp for sale.—See page 73.

WOLSELEY 14/56, £450; recond. eng.ne.—Fin. 5647. [8242

1950 Wolseley 6/80 saloon, black, 6,000 miles, as new; £1,550.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [8406

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.
GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon black.—Below.
GORDON CARS (LONDON), Ltd.—1946 Wolseley 16hp saloon, black.
GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [8528

1937 Wolseley 25hp 7-seater limousine, in sound mechanical order throughout; £485.

1950 (July) Wolseley Six-Eighty saloon, black, brown leather upholstery, heater, 19,000 miles, one owner; £1,485.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [7769

1948 18hp saloon, black with brown leather upholstery, moderate mileage, excellent condition; £975.

LINDSAY BROS., Ltd., 923-925, High Rd., North Finchley. Tel. Hillside 2215. [7916

BEARTS of Kingston. Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

365 gns.—1937 Wolseley 12 de luxe saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [8713

£150 bargain!—1934 Wolseley 12 saloon, just overhauled.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7665

1947 Wolseley 18 saloon, perfect condition, £10 tax annual, one owner; £775 secures.—26, Trinity St., Ipswich. [8818

1937 Wolseley 25, in excellent original condition, nearest offer £250.—90, Brighton Rd., Banstead. Burgh Heath 1520. [8583

1937 Wolseley 18 saloon, guaranteed; £325, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [8676

1938 Wolseley 14 saloon, carefully maintained.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4834 3406. [8076

1950 (July) Wolseley 6/80 saloon, 5,000 miles, heater, grey; £1,455.—London House Motors, Burnham-on-Sea. Tel. 438. [8277

1936 Wolseley 14 saloon, excellent condition.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4341

CASS'S MOTOR MART.—1939 Wolseley 14 saloon, 42,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [7589

1947 Wolseley 16, superb order; £935.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8680

£185—Terms or exchange smaller car. Wolseley 14, 1936, saloon, good running order, good tyres.—7, Radcliffe Rd., Croydon 1503 (after 6). [8239

1937 model Wolseley 14, black, upholstery covers; £375.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8663

1939 Wolseley 25 drop head, 42,000 miles, black, in beautiful condition throughout, taxed year; £725.—49A, High St., Walton-on-Thames 3750. [8324

1949 Wolseley 4-50, 12,000 miles; £1,150; choice of two.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8069

1936 (1937 type) Wolseley 16 saloon; £250; 1936 Wolseley 10 saloon; £220; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [8677

1939 Wolseley 25hp saloon de luxe, black, brown leather upholstery, one private owner, original condition; £625.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [4597

1950 Wolseley 4/50 saloon, finished maroon, 7,000 miles only, indistinguishable new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [7605

1950 Wolseley 6/80 saloon, black with brown leather, heater, etc., 2,000 miles only, as new; nearest offer £1,500.—Robertson, 22, Parkstone Ave., Hornchurch. Tel. 42. [8352

290 gns.—1938 Wolseley 18/80 4-door de luxe saloon, carefully maintained, week's special bargain; £120 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [8742

1950 Wolseley 4-50 saloon, appearance inside and out almost as brand new, colour grey, few thousand miles only; accept £1,350.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7678

IDEAL large family car or quality hire car, 25hp Wolseley saloon, first licensed 1936, in black with blue leather, engine just been reconditioned, everything unusually good for age, any trial or examination; exchanges or terms; £415.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. (Tel. Watford 4491.) [8168

WOLSELEY

£395—1937 Wolseley 14hp de luxe saloon, in grey and blue, clean condition throughout, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7779

885 gns.—1948 (November) Wolseley 18/85 de luxe sun saloon, black, brown hide upholstery, mileage 21,000 only; £10 tax; finest Wolseley ever offered by us; deposit £310.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [6537

1939 Wolseley 14 de luxe saloon, black, brown leather, private owner, small mileage, used week-ends summer only, new o.s. tyres just fitted, H.M.V. Radiomobile, rim bellishers, many extras; cello and chrome unscratched; taxed and insured, 25 mpg, 1950 condition; offers.—For. 6383. [7893

NAYLOR & ROOT, Ltd.—1948 Wolseley 14/60 saloon, black, brown leather upholstery, very carefully used; £935; three months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8687

£645—Rare and exciting model, special works produced convertible foursome coupe on 18/85 Wolseley chassis, this is a very rare example in really mint condition, bodywork absolutely spotless, new hood and all-weather equipment as good as saloon car, interior excellent, this car is always mistaken for post-war model and looks worth £1,300; it has tremendous performance with economy and would suit fastidious film star; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6800

A & S Limousines 1939 21hp, 7-passenger, partition, leather throughout, exceptional condition, economical. Seen:—
ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [8148

Wolseley 4/50 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

WOLSELEY 6/80 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [8083

Wolseley Cars Wanted

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ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5963

ALMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0857

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards. Wembley 8691-2.

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

7-Seater Limousines 25hp-Series Three. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6273

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [8021

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0316

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0475

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley 1937-1951 models. [0316

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

MISCELLANEOUS CARS

RAYMOND WAY.
RAYMOND WAY of Kilburn.
RAYMOND WAY the hire-purchase specialists!
200 cars under £400, drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries; every car plainly marked with price and year, top price in part exchange for good vans and motor cycles.
RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby. (1 minute bus station.) Tel. 2349. Open week-ends. [1346

Miscellaneous Cars Wanted

BROADWAY MOTOR Co. want really good, low mp. pre-war or post-war cars; spot cash or sell on commission.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Miscellaneous Cars Wanted

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ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0875

ROLLS or Bentley car required from private owner, post-war model preferred, up to £6,000.—Write full particulars to Bell, 144, London Rd., Kingston-on-Thames. Kin. 1185. [1953

A CASH offer on the spot for cars, motor cycles, lorries any make or model; exchanges; h.p. a/cs settled.—Write, phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251 ext 130 [0734

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [0587

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1938 Ford 10 truck; £225.

1940 Ford 10 van, recond. engine, £285.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8820

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1948 Morris 10cwt van; £495.

1947 Austin 10cwt van, choice of 3; £335.

1947 Fordson 5cwt van; £375.

1946 Morris 25cwt van; £375.

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1949 Trojan 15cwt van, 2 shades green; £465.

1949 Ford 5cwt van, unwritten, red/black; £455.

1947 Bradford 10cwt van, unwritten, green/black; £365.

1946 Commer 8cwt van, immaculate, finished grey; £445.

MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [8723

1949 Austin 25cwt 3-way, low mileage, unwritten.—Below.

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MEBES & MEBES, Ltd. (Est. 1893), offer:

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1950 Austin A40 10hp truck, low-loader; £650.—Below.

1938 Bedford 12½-cwt van; £195.—Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. [8556

1950 Morris 10cwt J-type van, 14,000 miles, perfect condition.

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1951 Austin 25cwt van, brand new, finished grey primer, two available, immediate delivery; £850.

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1950 Austin A40 van, unwritten, 11,000 miles, excellent condition.—Johnson, Tel. Boughton (Kent) 276. [6868

1949 Bradford 10cwt van, grey primer, engine 12,000 miles, perf. cond. throughout; £400.—Box No. 3186. [7939

FOR sale.—Morris 10cwt van, 1948 model, in first class condition.—Apply Gavin Jones Nurseries, Ltd., Letchworth, Herts. [8858

BRADFORD van 1947 (Dec.), one owner, excellent condition; £400.—Buntings, Jowett Main Agent. 'Phone Harrow 1908. [5726

1949 Austin A40 van, 3,000 miles, one owner, as new; £675.—Broadway Motors, 67, High St., Hounslow, Tel. 0775. [8089

1948 (June) Fordson 8hp utility van, practically as new.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [4643

BRADFORD vans for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane Harrow. Tel. 1908 [0284

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1947 Morris 15/20 parcel van, exceptionally good condition, £475.—Peter Guest, Ltd., Gaywood, King's Lynn. Rei. 4129 [6607

1946 (December) Austin 5cwt van, excellent condition; £345.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6387

1946 Austin 6cwt van, one owner, guaranteed; £300; payments.—Oldfield, 4, Russell Gardens Mews, Kensington. Park 7780. [8678

1950 Ford 5cwt, stored, works mileage; £530.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8661

1950 Bedford 10cwt van, 9,000 miles, beautiful condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [7235

1936 Morris 10cwt large capacity box van, in good running order; £125.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [7475

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20 Tel. Didsbury 3446. [0040

1945 Commer Q25 14hp, extra large capacity Luton van (550 cu ft), roller shutter and tailboard at rear, brakes relined, very good tyres; £325.

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1949 Commer 25cwt 3-way loader, immaculate condition, taxed year; £650; terms and exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [9118

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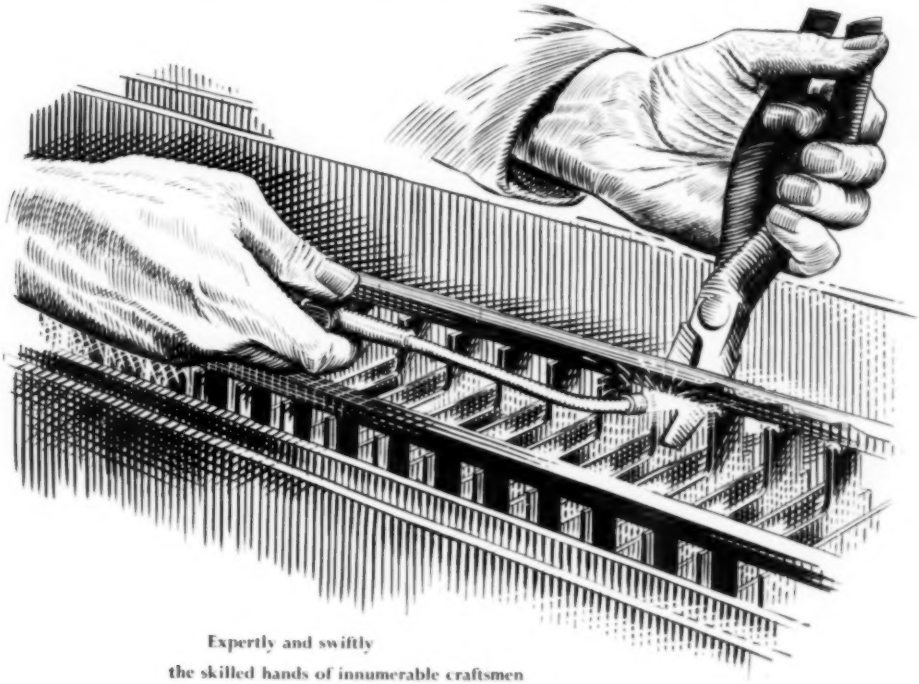

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